



**Braintree District Council Draft Site Allocations and Development  
Management Policies Plan**

**Sustainability Appraisal and Strategic Environmental Assessment**

**Environmental Report**

**January 2013**



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## **Glossary of Acronyms**

ANGSt	Accessible Natural Greenspace Standard
AQMA	Air Quality Management Area
BAP	Biodiversity Action Plan
BARR	Buildings At Risk Register
CAMS	Catchment Abstraction Management Strategies
DCLG	Department for Communities and Local Government
DEFRA	Department for Environment, Food and Rural Affairs
DETR	Department of the Environment, Transport and the Regions
DPD	Development Plan Document
DSCF	Department for Schools, Children and Families
EA	Environment Agency
EC	European Community
ECC	Essex County Council
EEC	European Economic Community
EU	European Union
IMD	Index of Multiple Deprivations
JSA	Jobseekers Allowance
KSI	Killed or Seriously Injured
LDD	Local Development Document
LDF	Local Development Framework
LoWS	Local Wildlife Sites
NAQS	National Air Quality Standards
NNR	National Nature Reserve
NPPF	National Planning Policy Framework
ODPM	Office of the Deputy Prime Minister
ONS	Office for National Statistics
PAS	Planning Advisory Service
PDL	Previously Developed Land
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
PSA	Public Service Agreement
SA	Sustainability Appraisal
SA/SEA	Sustainability Appraisal incorporating the Strategic Environmental Assessment
SEA	Strategic Environmental Assessment
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SPD	Supplementary Planning Document

SSSI	Site of Special Scientific Interest
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# **1 Introduction and Methodology**

## **1.1 Background**

Braintree District Council commissioned Place Services (formerly part of Essex County Council's Spatial Planning Group) to undertake a Sustainability Appraisal, incorporating Strategic Environmental Assessment (SA/SEA), on the proposed draft Site Allocations and Development Management Policies Plan.

Place Services are acting as consultants for this work; therefore the content of the SA/SEA should not be interpreted or otherwise represented as the formal view of Essex County Council.

This Report sets out the SA/SEA undertaken for the preparation to date on the draft Site Allocations and Development Management Policies Plan.

## **1.2 The Draft Site Allocations and Development Management Plan**

The Site Allocations and Development Management Policies Plan (ADMP) is a combined Development Plan Document (DPD), which will form part of the Braintree District Council's Local Development Framework (LDF). The LDF is a suite of documents, as shown in the following diagram, which will guide future planning decisions in the District and will replace the Local Plan Review 2005.

In September 2011, the Core Strategy DPD was adopted by Braintree District Council. The Core Strategy is the principal document within the LDF, which sets out the overall spatial vision and objectives, spatial strategy, strategic policies and how the strategy will be implemented and monitored.

The Council is currently preparing the draft Site Allocations and Development Management Policies Plan, which will support and deliver the Core Strategy.

The draft Site Allocations and Development Management Policies Plan contains:

- The allocation of sites to meet the development needs of Braintree District.
- The provision of policies regarding sustainable development, housing, employment, retail, community facilities, transport, the environment, design, conservation and Listed Buildings, and sport and recreation to manage change, which will be used to assess and determine planning applications, in conjunction with the Core Strategy strategic policies.

## **1.3 Sustainability Appraisal and Strategic Environmental Assessment**

The requirement for Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) emanates from a high level national and international commitment to sustainable development. The most commonly used definition of sustainable development is that drawn up by the World Trade Commission on Environment and Development in 1987 which states that sustainable development is:

*'development that meets the needs of the present without compromising the ability of future generations to meet their own needs.'*

The European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment" (the 'SEA Directive') was adopted in June 2001 with a view to increase the level of protection for the environment, integrate environmental considerations into the preparation and adoption of plans and programmes and to promote sustainable development.

It requires a Strategic Environmental Assessment to be carried out for all plans and programmes which are:

*'subject to preparation and/or adoption by an authority at national, regional or local level or which are prepared by an authority for adoption, through a legislative procedure by*

*Parliament or Government, and required by legislative, regulatory or administrative provisions'.*

The few exceptions are detailed in Article 3 (8, 9) of the SEA Directive. The aim of the SEA is to identify potentially significant environmental effects created as a result of the implementation of the plan or programme on issues such as

*'biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors'*

as specified in Annex 1(f) of the Directive. The Directive was transposed into English legislation by the Environmental Assessment of Plans and Programmes Regulations 2004, which came into force on 21 July 2004.

Sustainability Appraisals examine the effects of proposed plans and programmes in a wider context, taking into account economic, social and environmental considerations in order to promote sustainable development. They are mandatory for all Development Plan Documents in accordance with the Planning and Compulsory Purchase Act 2004 as amended.

Whilst the requirements to produce a Sustainability Appraisal and Strategic Environmental Assessment are distinct, Government guidance considers that it is possible to satisfy the two requirements through a single approach providing that the requirements of the SEA Directive are met.

## **1.4 Progress to Date**

The process for preparing the DPD follows a regulatory process under the requirements of the Town and Country Planning Regulations. Plan preparation is currently at the Regulation 18 stage.

The stages of the process undertaken to date are summarised below:

- Collate evidence and background information;
- Initial consultation with Parish/Town Council/Planning Committee/ Key Council Services;
- Developing draft policies – (this is the current stage);

The stages to be undertaken following public consultation of the draft Site Allocations and Development Management Policies Plan will be:

- Assessing consultation responses and amending the document where appropriate;
- Preparing the document for submission to the Planning Inspectorate and further consultation ('submission');
- A public examination where the document is assessed by an independent inspector;
- Publication of the Inspector's non-binding report;
- Review of the Inspector's report, amendment where considered appropriate and adoption by the Council.

Work on the DPD regarding SA/SEA has been underway since the start of the process, and the SA/SEA process has been an integral part of the production.

Previous documents produced as part of the SA/SEA process include:

- Original Scoping Report, 2012

This document has been made publically available and has been published on the Braintree District Council website.

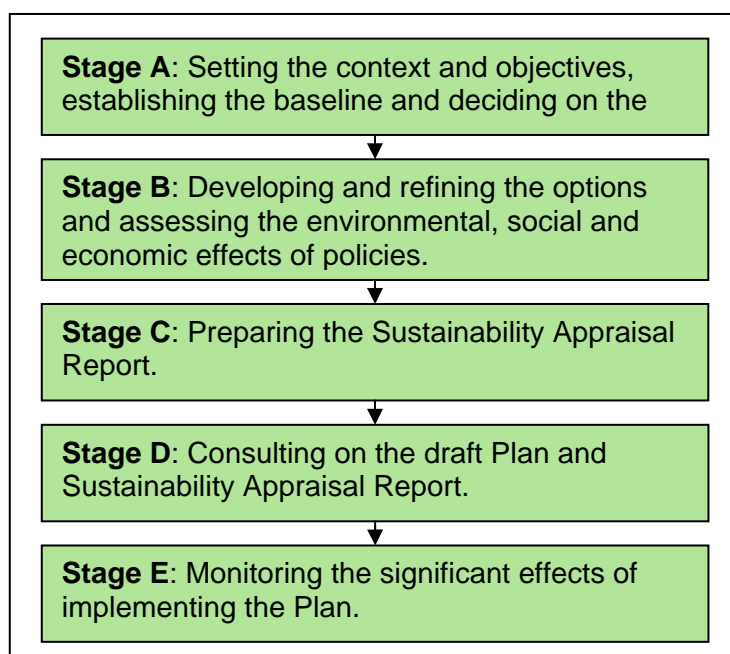
## 1.5 Methodology

The methodology adopted for the SA/SEA of the Draft Site Allocations and Development Management Plan seeks to meet the requirements for both SA and SEA. It has been prepared in accordance with the following documents,

- The European Directive 2001/42/EC (EC, 2001)
- A Practical Guide to the Strategic Environmental Assessment Directive (ODPM, 2005)
- Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks (ODPM, 2005)
- Local Development Frameworks – Guidance on Sustainability Appraisal (PAS, 2007)
- The Plan Making Manual (PAS online guidance available at: [www.pas.gov.uk](http://www.pas.gov.uk))

The appraisal of the document has been conducted in accordance with the guidance as part of a five stage process as outlined in Figure 1 below.

**Figure 1: Stages of the Sustainability Appraisal and Outputs**



## 1.6 The Aim and Structure of this Report

This report sets out the SA/SEA that has been undertaken for the Draft Site Allocations and Development Management Plan. This document summarises the entire SA/SEA process to date, and is intended to be a stand alone document.

Table 1 signposts the relevant sections of this report that represent the required content of an Environmental Report as outlined within the SEA Directive.

**Table 1: The Environmental Report Requirements**

SEA Regulations – required content of Environmental Report	Covered in this Report
An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes.	Sections 1.2, 2.2 and Annex A
The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Section 2.3 and Annex B
The environmental characteristics of areas likely to be significantly affected.	Section 2.3 and Annex B
Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Council Directive 79/409/EEC on the conservation of wild birds and the Habitats Directive.	Section 2.3 and Annex B
The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Annex A
The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above issues.	Sections 3-5
The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Sections 3-5
An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	Sections 3-5
A description of the measures envisaged concerning monitoring.	Section 6.1 and Annex C
A non-technical summary of the information provided under the above headings.	Separate Non Technical Summary

## 2 Sustainability Context, Baseline and Objectives

### 2.1 Introduction

The following section outlines an updated version of the key findings of the Scoping Stage and published Scoping Report which includes an outline of the plans and programmes, the baseline information profile for the plan area, together with the Sustainability Objectives formulated as a result of the Scoping Stage.

### 2.2 Plans & Programmes

Annex A details the full list of plans and programmes which were included within the 2012 Scoping Report. The original list has been updated in the light of changes in legislation and updates to publications, the key change relates to the implementation of the National Planning Policy Framework and subsequent replacement of PPGs and PPSs.

Table 2 outlines the key list of plans and programmes.

**Table 2: Plans and Programmes**

<b>National</b>
National Planning Policy Framework (March 2012)
Building a Greener Future: Policy Statement (July 2007)
The Plan for Growth, HM Treasury/BIS (March 2011)
Written Ministerial Statement on 'Planning for Growth', Rt Hon Greg Clark (23rd March 2011)
Community Infrastructure Levy An Overview, DCLG (9th May 2011)
Underground, Under Threat - Groundwater protection: policy and practice (GP3)
Model Procedures for the Management of Land Contamination – Contaminated Land Report 11 (September 2004)
Localism Act 2011
Natural Environment and Rural Communities Act 2006
Countryside and Rights of Way Act 2000
Code for Sustainable Homes (December 2006)
<b>Sub-National</b>
East of England Plan: The Revision to the Regional Spatial Strategy for the East of England (May 2008)
Local Transport Plan 2011
2011 Essex Biodiversity Action Plan
Commissioning School Places in Essex 2011/16
Water for life and livelihoods River Basin Management Plan Anglian River Basin District (December 2009)
Essex Design Guide (2005)
ECC Joint Municipal Waste Management Strategy 2007-2032 (June 2008)
ECC Development Management Policies Adopted by BDC (February 2011)
ECC Parking Standards: Design and Good Practice Adopted by BDC (September 2009)

Essex Wildlife Trust Living Landscapes plans
<b>Local</b>
BDC Local Development Scheme 2011-2014 (to be reviewed 2012)
BDC Statement of Community Involvement Supplement (April 2010)
BDC Core Strategy DPD (September 2011)
BDC Local Plan Review (July 2005)
BDC Affordable Housing SPD (May 2006)
BDC External Artificial Lighting SPD (September 2009)
The Braintree Green Spaces Strategy (September 2008)
BDC Open Space SPD (November 2009)
Village Design Statements – Great Bardfield (July 2005), Rivenhall (July 2005), Earls Colne (October 2007), Rayne (November 2007), Castle Hedingham (May 2009), Middleton (August 2009), White Colne (September 2010), Sible Hedingham (October 2010), Gestingthorpe (August 2011), Bulmer (August 2011)
BDC 'One District - One Vision' - A Strategy for People and Places in the Braintree District to 2026 (June 2009)
<b>Local Reports and Assessments</b>
BDC Urban Capacity Study (October 2007)
BDC SHLAA Final Version (November 2010)
BDC SHMA Update Summer 2010
BDC Affordable Housing Provision and Developer Contribution in the District of Braintree (November 2009)
Accommodation for Gypsy and Traveller and Travelling Showpeople in the East of England. A Revision to the Regional Spatial Strategy for the East of England (July 2009)
Essex Gypsy and Traveller Accommodation Assessment 2009 (November 2009)
Mid Essex Economic Futures (March 2006)
Going for Growth, Investing in Your Future. Economic Development Strategy Braintree District Council (June 2009)
Braintree District Futures 2025 (October 2006)
Employment Land Review (November 2007)
BDC Rural Services Study 2008
The North Essex Authority Retail Study Stage 1 Report: Strategic Overview (2006) & Retail Study Stage 2 Report (2006)
Braintree Town Centre Preliminary Development Analysis Report (April 2009)
Retail Study Update (April 2010)
Assessment of Impact of Potential LDF Sites on Existing Junctions – Braintree and Witham LDF Allocations (July 2008)
Assessment of Impact of Potential Core Strategy Sites on Existing Junctions (April 2010)
Mid Essex SFRA for Braintree, Chelmsford, Colchester and Maldon (October 2007)
SFRA Appendix A Braintree Supplementary Report (July 2008)
Braintree District, Haverhill and Clare Water Cycle Study (November 2008)

Braintree District Stage 2 Water Cycle Study (January 2011)
Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessment (September 2006)
Landscape Character Assessment Frings Studies of Braintree, Coggeshall, Earls Colne, Halstead, Hatfield Peverel, Kelvedon, Silver End and Witham (November 2007)
Habitats Regulation Assessment (2009) & Amendment to HRA (November 2009)
Suitable Accessible Natural Greenspace (SANG) Report (April 2010)
Open Spaces Action Plan (as of February 2011)
Climate Change Strategy and Action Plan (2009)

## **2.3 Baseline Information / Key Sustainability Issues**

Annex B details the complete Baseline Information profile for the plan area, and is based on the information which was highlighted as relevant through the Scoping Reports, together with relevant new data sources which have become available since the consultation on the last Scoping Report.

The following section summarises that information contained in Annex B.

### **2.3.1 Biodiversity**

- There are no international biodiversity designations (Ramsar, SPAs, SACs or cSACs) in Braintree District. However a Habitat Regulations Assessment (HRA) is currently being undertaken.
- There are four SSSIs in Braintree District at: Belcher's and Broadfield Woods; Bovingdon Hall Woods; Chalkney Wood and Glemsford Pits. Chalkney Wood, Belcher's and Broadfield Woods and Bovingdon Hall Woods are currently complying with the PSA target of 95% of all nationally important wildlife sites to be brought into a favourable condition. Of those, Chalkney Wood has 100% of its area in a favourable condition while the other two have 100% of their areas in unfavourable recovering conditions. The majority of Glemsford Pits SSSI is also currently complying with the PSA target but 6.7% remain in a condition classed as unfavourable no change.
- There are seven National Nature Reserves located in Essex; none of these are in Braintree District. Braintree District has a total of six Local Nature Reserves at: Bocking Blackwater; Brickfields / Long Meadow, Earls Colne; Brockwell Meadows, Kelvedon; Colne Valley (dismantled Railway); Cuckoo Wood, Great Notley; Whetmead, Witham. There is a further LNR located on the border between Essex and Suffolk northern border at Rodbridge Picnic Site, Borley, which is part of the Suffolk County Council LNR at Rodbridge.
- There are 251 LoWSs scattered throughout Braintree District, with many concentrated in the centre of the District.

### **2.3.2 Landscape**

- The majority of agricultural land in Braintree District is classified as Grades 2 and 3, with 65.8% (40,243 hectares) of agricultural land classified as Grade 2 and 29.9% (18,304 hectares) as Grade 3. Strips of Grade 3 soils follow the path of the rivers Brian, Ter, Blackwater and Colne as they flow through the district.
- Special Landscape Areas (SLAs) located within the district have been identified on the Proposals Map of the Braintree District Local Plan Review 2005. These have been implemented to protect the visual quality of important areas. The major SLA is 'North Essex', which incorporates much of the district. However there are some smaller SLAs within the district

- Braintree is subject to two Landscape Character Assessments; The Essex Landscape Character Assessment (2003) and the Combined Landscape Character Assessment (2006). The information contained within these can be used to determine the sensitivity of certain landscape area to development.

### **2.3.3 Air Quality**

- Air Quality in Essex is generally good. There are no AQMAs located in Braintree District. The main air quality issues in the district were found to be nitrogen dioxide and particulate emissions from vehicles travelling on the A12 and A120.
- There are currently 5 potentially significant junctions which had daily flows of more than 10,000 vehicles in 2004. They are Newland Street, Witham; Cressing road, Witham; Head Street, Halstead; Railway Street, Braintree; and Rayne Road, Braintree.
- Of the 12 passive diffusion NO<sub>2</sub> monitoring tubes located in the district, 5 did exceed the annual mean NO<sub>2</sub> objective concentration of 40 g/m<sup>3</sup> but relevant exposure levels did not. Three of these were sited along the A12 at Hatfield Peverel, Rivenhall Hotel, and Foxden in Rivenhall while the other two were sited at Bradwell on the A120 and at Chipping Hill in Witham.

### **2.3.4 Climatic Factors**

- In 2010 Braintree District consumed more energy than the county average and was the 5<sup>th</sup> highest consumers amongst all local authorities in the county. A total of 1,386.3 of the District's total 3,347.6GWh energy consumption were from transport related petroleum products. In contrast only 4.6GWh of energy consumed is generated from renewable sources, however this is a higher amount than the local authority average for Essex at 2.4GWh and the 2<sup>nd</sup> highest amount amongst all local authorities in the county.
- Industry, domestic and road transport each produced roughly 1/3 of the total CO<sub>2</sub> emissions within the District in 2008. The industrial and commercial sector produces the smallest amount at 30.29% while road transport produces the most at 36.61%. When compared to the county average of 35.80%, proportionately more emissions of CO<sub>2</sub> were produced by road transport in the District. Domestic production is proportionally less in the District at 33.09% than the county average of 34.47%.
- At 6.7 tonnes in 2010, residents of Braintree District emitted a slightly higher amount of CO<sub>2</sub> per capita than the Essex average, which itself reported a return of 6.6 tonnes, Road transport in Braintree District produces the 4<sup>th</sup> highest amount of CO<sub>2</sub> per capita across the county's Districts/Boroughs at 2.5 tonnes, which is only just higher than the countywide average of 2.4 tonnes.
- Braintree consumed 0.14% of its total energy from renewable sources in 2010, the 2<sup>nd</sup> highest amount amongst Essex Districts/Boroughs and higher than the District/Borough average of 0.09%.
- There are 3 Mechanical Biological Treatment (MBT) plants within Essex County Council administrative boundary located in Basildon, Braintree and Colchester. All 3 facilities have planning permission with conditions and respective legal agreements.
- Up to June 2012 Braintree District had issued 623 certificates related to the Code for Sustainable Homes, the third highest amongst local authorities in Essex and above the local authority average of 391. Of these, 318 certificates were issued at the design stage and 305 post construction.



### **2.3.5 Water Quality**

- The main water courses running through Braintree District are the rivers Blackwater, Colne, Brain, Pant, Stour and Ter. Braintree contains Source Protection Zones and major aquifers within the northern half of the district, together with scattered minor aquifers in the south of the district.
- Following a national review of CAMS boundaries, water resources in the South Essex CAMS (excluding the Mardyke catchment) are now incorporated with the North Essex CAMS into the Combined Essex CAMS. The Combined Essex CAMS document sets out the issues for the whole of Essex. The document splits the county into Water Resource Management Units (WRMU), of which 2 relate to areas which include watercourses within Braintree District. There are WRMU1 and WRMU2.
- The integrated WRMU status for WRMU 1 was 'over-abstracted' and for WRMU 2 it was 'no water available' at February 2007. The Combined Essex CAMS Annual Update (March 2008) noted that the availability of water within the Roman River / Layer Brook catchment had changed, however the water availability and restrictions for the remainder of WRMU 1 have not changed since the publication of the CAMS in February 2007.
- Essex falls within the Anglian River Basin District. The Anglian River Basin District is subdivided into catchment areas and the Essex Rivers catchment area lies within the counties of Essex and Suffolk as well as a small part of Cambridgeshire.
- The Combined Essex catchment area is further subdivided into water body catchment areas. The water bodies which are associated with Braintree District are: R1, Doomsey Brook; R4, Ter; R16, River Chelmer; R23, Blackwater Pant; R91, Brain, R102, Boreham Tributary; and R115, River Blackwater.
- The majority of water bodies within Braintree are given a 'moderate' current overall potential. However the River Blackwater and the River Chelmer are both given a 'poor' current status.

### **2.3.6 Flooding**

- The areas which are most susceptible to flooding are mainly located next to the major waterways within Braintree District: the Blackwater, Stour and Colne.
- Between April 2011 and March 2012 the Environment Agency objected to four planning applications on flood risk grounds, one was granted. Two applications were refused on the grounds of flood risk on site and one application was withdrawn.
- The Mid Essex Strategic Flood Risk Assessment which includes Braintree District was published in October 2007. Area specific strategies identified within the SFRA are outlined below.
  - Flood Risk
    - Consideration to flooding from overland flow should be given for developments occurring throughout the District, but with particular regard to Bocking, Braintree, Witham and Coggeshall.
  - Sustainable Drainage Systems (SuDS)
    - Runoff rates should be restricted for both Greenfield and brownfield developments in Bocking, Braintree, Witham and Coggeshall in particular, this is also likely to be appropriate within other settlements to ease surface water flooding and drainage capacity exceedence;
    - Infiltration techniques are unlikely to be appropriate where the site is underlain by London Clay, such as in Bocking, Braintree, Witham, Halstead, Coggeshall and Kelvedon. Attenuation techniques should be imposed in these circumstances.

- Water Environment

- There is a need for sensitivity near watercourses stating development would not be permitted that would harm the open character, nature conservation importance or recreational importance of the floodplains of the River Stour, Colne, Brain, Pent, Blackwater, Ter Valley and their tributaries and the Chelmer and Blackwater Navigation.
- Where appropriate, development proposals adjoining the rivers will be required to incorporate riverside paths and open spaces.
- Any proposals requiring the provision of a new bridge shall ensure a minimum of 2.3 metres headroom above normal water level to allow for river use and provide fauna passages suitable as wildlife corridors.

### **2.3.7 Cultural Heritage & Townscape**

- There are 3,190 listed buildings within Braintree District, the majority of which (2,940) are Grade II followed by 183 Grade II\* and 67 Grade I listed. The distribution of listed buildings within the district is fairly widely spread. Clusters of listed buildings can be found in the historic settlements such as Coggeshall and linear patterns are identifiable along historic transport routes. In 2011 there were 22 listed buildings on the 'at risk' register which is a slight increase from previous year total of 19.
- The Essex Historic Environment Record (EHER) contains approximately 3,416 archaeological records relating to Braintree District out of a total of 22,493 for the county. There are 40 Scheduled Monuments within the district. There are 217 designated Conservation Areas within the county of Essex, 39 of which are within Braintree District.

### **2.3.8 Health**

- Life expectancy is increasing and residents in Braintree District have higher life expectancies at birth than the national averages with men living for an average of 79.6 years and women on average living 82.8 years. The health of the population in Braintree is generally better than the England average, but is significantly worse than the England average in respect of road injuries and deaths and hip fractures in the over 65s.
- Obesity in Year 6 children increased from 7.0% to 15.6% between 2008/09 and 2010/11, which reflected similar changes to the national average. The level of adult obesity at 25.9% is higher than the national average of 24.2% for the period 2006-2008.
- Participation in sports and active recreation in Braintree District declined between the first Active People Survey from 16.3% to only 13.0% in Active People Survey 3; however the latest period corresponding to Active People Survey 4 saw a rise in sports participation and active recreation in the District above the county, region and national averages for the first time. The most recent survey also ranks Braintree District as having the 3<sup>rd</sup> highest rate of sports participation in the county.
- As of Nov 2011, 3.2% of the working age population of Braintree District claimed benefits. This is a smaller proportion than those claiming benefits in the East of England and in England which were recorded as being 3.4% and 4.3% respectively. Of those receiving benefits in Braintree the majority were seeking incapacity benefits accounting for 80.5% of total claimants however the district did receive a higher proportion of residents claiming severe disablement at 19.5% compared to 14.4% of total claimants in the region and 12.6% in England.
- As of 2010, Braintree met and exceeded its target to reduce all KSI casualties by 40% of the baseline figure; a reduction of 43.7% was achieved.

### **2.3.9 Population & Social**

- As of 2011 the estimated population for the district of Braintree was 147,514 which accounts for approximately 10% of the county's estimated population.
- Braintree District has experienced a higher population growth at 11.33% than the county, the region and England as a whole with 6.39%, 8.55% and 7.39% respectively.
- In 2011, the largest proportion of the population in Braintree District was aged 25-49. There was approximately the same number of under 16 year olds to those aged 65 plus (males) and 60 plus (females).
- The projected population is predicted to increase annually within the district. In 2026 the population is predicted to be 171,800.
- In 2010, Braintree was ranked as the 212<sup>th</sup> out of the 354 Local Authorities (LAs) in England (1 being most deprived). This shows a worse level of comparative deprivation across LAs in England than the 2007 rankings.
- Across Essex, serious deprivation is most prevalent in terms of 'Barriers to housing and services' and 'Education, skills and training'. In Braintree District 25.72 of 84 small areas are seriously deprived with regards to 'Barriers to housing and services', and 22.73 are seriously deprived with regards to 'Education, skills and training', however both of these levels of deprivation show an improvement on 2007 figures.
- The only percentage increase between 2010/11 and 2011/12 in the District is in sexual offences at +5%, although this is lower than the Essex average of +7%. There has been significant decreases in both burglary and vehicle offences – all significantly better than the Essex average. Burglary offences are down at -19% compared to an average Essex increase of +7%. Theft of a motor vehicle is down at -27% compared to an Essex average of -7%. Theft from a motor vehicle is down at -18% compared to an Essex average of +10%. Interfering with a motor vehicle offences at -35% compared to the county average of -19%. There has also been a reduction in both Robbery Offences and Violence against the person compared to the county average.
- In 2011, 73.9% of pupils in Braintree District achieved 5 or more A\* to C GCSE grades or equivalent. This is a 14.8% points difference to the 2008 figure indicating improvements in education during this period. However the proportion achieving at least 5 A\* to C grades or equivalent in Braintree is lower than the county, regional and national levels of 79.9%, 78% and 80.8% respectively. In contrast the percentage of pupils in the district achieving 5 or more A\*-G grades in 2009 was higher at 95.6% than the county, regional and national levels.
- The population of Braintree District has in general more qualifications than the overall sub-national and national populations. 87.9% of the working age population of Braintree District which accounts for 80,300 people are qualified to at least level 1 or higher compared to 82.8% across the UK. Level 1 represents foundation GNVQ, NVQ 1 or up to 5 GCSEs at grades A\*-C.
- Braintree has a slightly larger proportion of the population qualified at Level 2 and Level 3 than the county average and a slightly lower percentage than the county at Level 4. However compared to the region and the UK the percentage of qualifications in Braintree District at Level 2 and above is lower than average.

### **2.3.10 Economy**

- At 60.08% of the total population, the percentage of the District population that is of working age is higher than the Essex average. The percentage is in line with the region however lower than that of the country.

- The percentage of the District's population that are economically active at 76.0% is lower than the regional and British average. The percentage of the District's population that are in employment is higher at 72% than the British average but lower than the regional average.
- There are fewer available jobs per single person in the district at 0.60 than the regional average of 0.75 and UK at 0.77.
- In a survey of 2008 the largest proportion of people work in the 'Services' industry for all geographical areas. The proportion is the lowest in Braintree at 76.7%, compared to 82.5% in the East of England and 83.5% in Great Britain.
- The general proportion of full-time to part time jobs, at approximately 2:1, is in line with regional and national averages.
- There were 690 business births in the District in 2008, the 6<sup>th</sup> highest amongst Essex residents. There were 60.6 births per 10,000 adults in the District compared with an Essex average of 59.7. The business formation rate in 2008 had declined significantly compared to previous years.
- Factories and warehouses accounted for the majority of industrial and commercial floorspace. Factory floorspace accounted for a higher proportion in the District than the average for the region and for England, whereas retail and offices accounted for a lower proportion in Braintree than the regional and national averages.

### 2.3.11 Housing

- In 2011/2012 there were 301 net additional dwellings (taking into account losses/demolitions) within the district. As at April 2012 the Managed Delivery Target for the district is 247 additional dwelling per annum to meet their minimum total housing requirement of 9,625 dwellings between 2001 and 2026, as set out in the Core Strategy. The most recent annual completion figure is above the annual target. A total of 1,601 dwellings have been identified on deliverable sites over the next five years starting from 2012/13. This value increases to 1,770 when the current year is also included. This equates to an average annual completion rate of 295 which is above the current published target of 247.
- The current trajectory shows that by 2026 there will be 9,918 completions across the plan period (since 2001). Projected annual completion figures will be generally lower than the completion rates reported between 2001 and 2011 but Braintree District will still exceed their minimum housing requirement by 103% for the whole plan period. This is due to supply up to 2011 substantially exceeding the annual average required to meet the overall housing requirement.
- In 2010/11, 19.2% of the net dwelling completions, which accounts for 86 dwellings, were affordable within the district. To date, the highest proportion of affordable housing achieved within the district was in 2009/2010 at 36.7% which accounted for 157 of the total number of dwellings completed. Of the 480 new gross dwellings built during 2010/11, 342 were built on previously developed land (PDL). Proportionately this was the smallest number of dwellings built on PDL since 2006/07. In 2010/11 this accounted for 71.2% of the total dwelling provision while the previous year dwelling completed on PDL represented 92.9% of the total provision.
- The number of homeless people accepted in priority need in Braintree District in 2011/12 was 137. This is the third lowest figure across the study period with the lowest being the two previous years (2009/10 and 2010/11) at 103 and 104 homeless acceptances. Prior to this, numbers were either near to 200 or significantly more. The latest figure does show a rise in homeless acceptances of 31.7%.
- As of July 2012 there were 29 Gypsy, Traveller and Travelling Showpersons pitches on 2 authorised sites in the District. The total number of caravans in the district was 106, of which 76 were located on authorised sites and 30 on unauthorised sites.

### 2.3.12 Transport

- Braintree District has a proportionately higher private vehicle ownership compared to the county as a whole and the nation. Ownership of a single car or van per household is the most common occurrence with 40.3% of households within Braintree District falling within this category. However a greater proportion of households in the district own two or more cars or vans compared to the county or national figures.
- More than 40% of residents of Braintree District drive a car or van to get to work; this is higher than the regional and national figures. Larger proportions of the district's population commute as a passenger in a car or van, by train or on foot than at regional and national levels while fewer Braintree District residents cycle or use buses, minibuses or coaches compared to regional and national levels. A comparatively larger proportion of residents in the district work mainly at or from home than both the regional and national proportions.
- Accessibility by public transport or walking to key services and educational facilities is improved considerably within and in close proximity to the town of Braintree, Halstead and Witham. Over four fifths of the population of Braintree District live within 30 minutes of each of the 5 highlighted services. Over three-quarters of the population of Braintree District live within 15 minutes access of a primary school. This proportion drops when accessibility to the remaining four services are analysed. With respect to secondary schools, just 41% of residents live within 15 minutes access time.

### 2.3.13 Data Limitations

Not all the relevant information was available at the local level and as a result there are some gaps within the data set but it is believed that the available information shows a comprehensive view on sustainability within the plan area. In collating the baseline data, Place Services noted the following problems:

- the accessibility of census data updates;
- it was difficult to obtain ward level data consistently; and
- for some areas it was difficult to identify trends.

## 2.4 Sustainability Objectives

The Sustainability Objectives (SO) were derived from the review of plans and programmes and a strategic analysis of the baseline information. Objectives were based on policy advice and guidance and related to the assessment of the environmental state of the plan area. The appraisal was then able to evaluate, in a clear and consistent manner, the nature and degree of impact and whether significant effects were likely to emerge from the plan's proposed policies. The table below outlines the Sustainability Objectives which together form the Sustainability Framework and were used to inform the appraisal of the draft Site Allocations and Development Management Policies Plan.

**Table 3: Sustainability Framework for SA/SEA of draft Site Allocations and Development Management Policies Plan**

Sustainability Objectives
1) Create safe environments which improve quality of life and community cohesion
2) To provide everyone with the opportunity to live in a decent home
3) To improve the health of the Districts' residents and mitigate/reduce potential health inequalities
4) To promote the vitality and viability of all service centres throughout the District
5) To achieve sustainable levels of prosperity and economic growth

6) To conserve and enhance the biological and geological diversity of the environment
7) To promote more sustainable transport choices and uptake
8) Promote accessibility and ensure the necessary transport infrastructure to support new development
9) To improve the education and skills of the population
10) To maintain and enhance cultural heritage and assets within the District
11) To reduce contributions to climatic change
12) To improve water quality and address water scarcity and sewerage
13) To reduce the risk of flooding
14) To improve air quality
15) To maintain and enhance the quality of landscapes and townscapes

## 2.5 Appraisal of Policies

For clarity, within the Environmental Report, appraisals are set out in the same format as shown in Table 4.

**Table 4: Example of Appraisal Format**

	Sustainability Objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Short Term																
Medium Term																
Long Term																

In addition to this, the appraisal of each policy or element of the Plan likely to have an environmental, social or economic effect is supported with additional information as described in the following sub-sections:

### 2.5.1 Description of 'Significant Effects'

The strength of impacts can vary dependant on the relevance of the policy content to certain sustainability objectives or themes. Where the Development Management Policies have been appraised against the SA/SEA Sustainability Objectives the following key has been used to illustrate a range of possible impacts:

++	Where there will be significant positive impacts
+	Where there will be positive impacts
/	Where there will be uncertain impacts
0	Where there will be no direct impacts
-	Where there will be negative impacts



Where there will be significant negative impacts

Commentary is included to describe the significant effects of the policy on the sustainability objectives under the heading 'Significant Effects'.

### **2.5.2 Description of 'Temporal Effects'**

The appraisals of the policies contained within the Draft Site Allocations and Development Management Plan recognise that the impacts of the options may vary over time. Three time periods have been used to reflect this and are shown in the appraisal tables as S (short term), M (medium term) and L (long term). For the purpose of the Preferred Approach appraisals S, M and L depict:

- Short term and Medium Term: Within the plan period (Adoption to 2029).
- Long term: Post plan period (Beyond 2029)

### **2.5.3 Description of 'Secondary, Cumulative and Synergistic Effects'**

In addition to those impacts that may arise indirectly from the policy's implementation (secondary effects), relationships between different policies and their content have been assessed in order to highlight any possible strengthening or weakening of impacts from their implementation together. Cumulative effects respond to impacts occurring directly from two different policies together, and synergistic effects are those that offer a strengthening of more than one policy that is greater than any individual impacts.

### **2.5.4 Description of 'Alternatives Considered'**

The Draft Site Allocations and Development Management Plan policies have been the result of a significant plan-making process. In this process, numerous alternative approaches have been explored and consulted upon. Alternatives for policies are chronicled in each policy appraisal.

### **2.5.5 Description of 'Impacts on Indicators'**

In order to quantify the potential impacts highlighted in the appraisal of policies, a range of indicators have been identified directly relevant to each policy. These will help monitor the successfulness of the policy and to what extent it has helped deliver sustainable development.

### **2.5.6 Description of 'Proposed Mitigation Measures / Recommendations'**

In the SA/SEA of the Draft Site Allocations and Development Management Plan negative or uncertain impacts may have been highlighted as a result of policies. As such, mitigation measures may be needed and these are highlighted in this section of each policy. In addition to this, this section also includes recommendations that are not directly linked to negative or uncertain impacts, but if incorporated may lead to sustainability improvements to the policy.

### 3 Appraisal of Draft Site Allocations and Development Management Plan Policies

#### 3.1 Introduction

This section sets out the appraisal of the Development Management Policies as set out in the Draft Site Allocations and Development Management Plan.

#### 3.2 Sustainable Development

##### 3.2.1 Policy ADM1 – Presumption in Favour of Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find a solution, which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application, or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Medium Term	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#### Significant Effects

There are no significant effects resulting from this policy.

#### Temporal Effects

There are no temporal effects resulting from this policy.

#### Secondary, Cumulative and Synergistic Effects

Positive impacts will occur as a result of this policy in accumulation with those other policies in the plan relevant to individual applications, where the Council will work proactively with applicants



jointly to find solutions, allowing proposals to be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - None 'reasonable'.

Alternatives to this policy can not be seen as reasonable in light of conforming to and in conjunction with national policy.

### Impacts on Indicators

The implementation of Policy ADM1 is unlikely to directly impact on any of the Sustainability Indicators.

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.2.2 Policy ADM2 – Development within Development Boundaries

Within development boundaries, development will only be permitted where it satisfies amenity, design, environmental and highway criteria and where it can take place without material detriment to the existing character and historic interest of the settlement. Proposals for development should:-

- Seek to protect the character of the existing street scene, the setting of attractive buildings and heritage assets, the landscape value of existing tree cover and vegetation
- Seek to ensure that the scale, design and intensity of any new building is in harmony with the surrounding development, respects neighbouring amenities and that inappropriate backland development and inappropriate development of residential gardens is prevented, where this would cause harm to the character of the local area.

Development will not be permitted on areas such as, but not limited to, those designated as Visually Important Open Space and Structural Landscaping, which contribute to the character of the area and are important visually, or for community use or biodiversity.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	0	0	0	0	+	0	0	0	+	0	0	0	0	++
Medium Term	+	0	0	0	0	+	0	0	0	+	0	0	0	0	++
Long Term	+	0	0	0	0	+	0	0	0	+	0	0	0	0	++

### Significant Effects

There will be a positive impact on community facilities where community uses are protected from inappropriate development. This is similarly the case for biodiversity where biodiversity assets are protected from inappropriate development. There will also be positive impacts on cultural heritage where development proposals development will only be permitted in accordance with the existing character and historic interest of the settlement.

There will be significant positive impacts on landscape and townscape quality where development will only be permitted where it seeks to protect the character of street scenes, the setting of

attractive buildings, landscape value and in conjunction with designated Visually Important Space and Structural Landscaping areas.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There will be positive cumulative impacts on community facilities in conjunction with Policy ADM42 and Policy ADM43.

There will be no direct impact on the vitality and viability of service centres, however there will be secondary positive impacts where new development will not be permitted to the detriment of existing street scenes and character; factors that contribute to the vitality of service centres. There will also be a cumulative strengthening of this policy in conjunction with Policies ADM24, 25, 27, 34, 35, 36 and 37.

There will be positive cumulative impacts on biodiversity in conjunction with Policy ADM51 and a cumulative strengthening in regards to cultural heritage in conjunction with Policies ADM63, 64, 65, 66 and 69.

There will be a cumulative strengthening on landscape and townscape quality in conjunction with Policies ADM27, 34, 35, 36, 37, 50, 60 and 62.

### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - Identify different residential sites of 10 or more dwellings.
- Alternative 2 - One option would be to have less detail in this policy and to allow development within town development boundaries or village envelopes to be less restricted. This would ensure that the spatial strategy would be met by focussing development on those areas with more access to amenities and public transport but could affect the character of the existing settlement.
- Alternative 3 - Another option would be to have a more restricted policy which could specially identify any areas within a town development boundary or village envelope which would be suitable for development and anything outside those areas would not be considered acceptable. However it is considered that this would be too restrictive and would not be able to respond to local needs effectively.
- Alternative 4 - Stating that Development within Development Boundaries to be left to the NPPF.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	+	0	0	0	0	+	0	0	0	+	0	0	0	0	++
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	+	0	0	0	0	+	0	0	0	+	0	0	0	0	++
4	/	0	0	0	0	/	0	0	0	/	0	0	0	0	/

Alternative 1 would have the same impacts as the preferred policy, were the criteria to stay the same. There would be no additional benefit of a list identifying residential sites of 10 or more dwellings, and the policy would not be relevant to wider development within development boundaries.

Alternative 2 would have no additional impacts on the sustainability objectives, where other policies more directly focus on delivering development. It is viewed that the current preferred policy wording is not restrictive of development, but focuses on and encourages applications to adhere to good design and sympathetic scales and intensity.

Alternative 3 would have similar positive impacts as the preferred policy, however possibly to the detriment of delivering required housing development and economic growth indirectly. There would also be a potential contradiction in approach alongside Policy ADM 1 and the overall notion of the NPPF.

Alternative 4 could be seen to have uncertain impacts on all relevant sustainability objectives, where applications would be determined without any local context.

### **Impacts on Indicators**

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Development on PDL
- Developments permitted contrary to Landscape Character Assessment 'sensitivities to change'.

### **Proposed Mitigation Measures / Recommendations**

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.3 Housing

#### 3.3.1 Policy ADM3 – Housing Allocations

In accordance with the residual Core Strategy minimum housing provision set out in CS Table 1, residential sites which have a capacity for 10 or more dwellings are allocated within development boundaries on the Proposals Map and are listed in Appendix 1.

The land between London Road, Pods Brook Road and the A120 (site BRC7H) will be phased between 2018-2026 to ensure that the requirement for a continuous supply of housing land is met. If monitoring shows that a 5 year supply of deliverable housing sites is not being maintained, then this phasing will be altered to bring the site forward earlier than proposed.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Medium Term	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#### Significant Effects

There will be no additional impact on any of the Sustainability Objectives. Sites have been subject to SA/SEA appraisal in the relevant section of this report.

#### Temporal Effects

There are no temporal effects resulting from this policy.

#### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

#### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - There are no reasonable alternatives as the policy refers to the already adopted Core Strategy, which has been subject to SA/SEA.

#### Impacts on Indicators

The implementation of ADM3 is unlikely to impact on any of the following SA/SEA indicator, beyond those highlighted in the assessment of sites in Section 4.

#### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.3.2 Policy ADM4 – Affordable Housing in the Countryside

In the countryside, schemes to provide affordable housing in perpetuity will be permitted, providing that the following criteria are met;

- The development is adjacent to a development boundary with reasonable access to services and facilities
- The settlement within which the development is to take place should have a population of less than 3,000.
- The development must provide only affordable housing to meet a local need proven to the satisfaction of the District Council, which cannot be met within the development boundary.
- The layout, design and density of the development shall be in keeping with the character of the adjacent settlement.
- The development must provide for its continued use as affordable housing in perpetuity. This will normally involve the management of the scheme by a Housing Association, Charitable Trust, or similar organisation.
- The development should be for less than 15 dwellings.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	++	0	0	0	0	0	+	0	0	+	0	0	0	+
Medium Term	+	++	0	0	0	0	0	+	0	0	+	0	0	0	+
Long Term	+	++	0	0	0	0	0	+	0	0	+	0	0	0	+

#### Significant Effects

There will be a small positive impact on community cohesion where schemes will only be permitted where adjacent to an existing development boundary; ensuring that new developments are not isolated from communities. Similarly, small positive impacts will be realised where developments have an upper limit of 15 dwellings, which ensures that the capacity of local community facilities are unlikely to be exasperated by single schemes.

There will be significant positive impacts on housing where affordable housing in the countryside will be permitted outside development boundaries in instances where a local need can be proven, and supported by a Parish Council. Also, a requirement for the perpetuity of housing as affordable, and to Code Level 4, ensures further positive impacts.

Positive impacts will also be realised for accessibility where schemes will have to meet the criteria of being adjacent to a development boundary. This secures that schemes that fall under the category of affordable housing in the countryside are offered the best possible accessibility to services.

There will be minor positive impacts on climate change issues where new dwellings will have to adhere to Code Level 4 of the Code for Sustainable Homes.

There will be a positive impact on landscapes where schemes will only be permitted if under 15 dwellings. Also, the layout, design and density of new development will have to be in keeping with

the character of the adjacent settlement. The requirement that development be adjacent to a development boundary also looks to minimise any potential impacts on landscape.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - One alternative would be to not have a further policy and to rely on the guidelines set out in the National Planning Policy Framework for rural exception sites. However it is considered that the guidance in the NPPF is too generic and we would wish to specify more detail about what type of locations would be appropriate.
- Alternative 2 - A second alternative would be to allocate sites in the Site Allocations Document for affordable housing exception sites rather than have a policy. This would however not be able to take into account the changing affordable housing need throughout the plan period, which this criteria based policy can.
- Alternative 3 - Additionally the Council could include a section in the policy about whether we could support market housing on an exception site, if it were to enable significant additional affordable housing. It is felt that this could dilute the effectiveness of this policy as generally rural exception sites are quite small so as not to overwhelm the village in which they are located which could mean less affordable homes. The Council has not had a problem with delivering these exception sites in the past, however this could be monitored through the Annual Monitoring Report and if difficulties do arise with the delivery of these sites in the future, the policy could be amended through a review of the document.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	/	+	0	0	0	0	0	/	0	0	0	0	0	0	/
2	+	+	0	0	0	0	0	+	0	0	0	0	0	0	+
3	+	+	0	0	0	0	0	+	0	0	0	0	0	0	+

Alternative 1 would see effective affordable housing provision in the countryside, however potentially without the positive community cohesion, accessibility and landscape impacts that the preferred policy specifies and that are inherently important in a local context.

Alternative 2 would have similar impacts to the preferred policy assuming that the policy criteria are used in the designation of specific sites. There are flexibility issues, as specified, surrounding this approach however, and there are potential problems regarding such an approach in conjunction with Policy ADM 1 and the NPPF.

Alternative 3, in additionally permitting market housing on exception sites, is likely to see similar impacts to the preferred policy in those instances where the market would deliver suitable housing without the need for specifically affordable units. Despite this, the market could hinder the delivery of affordable units over the plan period, not respond to identified local need in conjunction with Parish Council support, and also see the delivery of larger developments beyond 15 units to make them viable.

## Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Number of affordable dwelling completions

## Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.3.3 Policy ADM5 – Specialist Housing

Specialist housing is defined as accommodation which has been specifically designed and built to meet the needs of the elderly, young or vulnerable adults, and may include some elements of care and support for everyone who lives there.

Proposals for specialist housing provision will be permitted within development boundaries providing that:

- Everyday services that users would expect to access, such as shops and health facilities, should be available on-site, or in close proximity.
- Parking standards should be provided in line with the Council's adopted standards.
- There is an appropriate level of private amenity space to meet the needs of residents.

Minor extensions to existing specialist housing in the countryside should meet the following additional criteria:

- The scale, siting and design of proposals must be sympathetic to the landscape character.
- A travel plan should be provided which sets out how additional staff, visitors and residents will access the site and ways to minimise the number of journeys by private vehicle.

Unallocated sites in the countryside will not be supported.

## Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	+	+	0	0	0	+	+	0	0	0	0	0	0	+
Medium Term	0	+	+	0	0	0	+	+	0	0	0	0	0	0	+
Long Term	0	+	+	0	0	0	+	+	0	0	0	0	0	0	+

## Significant Effects

There will be positive impacts on inclusive housing delivery through the policy. The policy is non-restrictive where it allows for the evolution in the market for specialist housing, including its definition. There will also be a positive impact on the health of those requiring specialist housing through a requirement to deliver an appropriate level of private amenity space to meet their needs.

Small positive impacts on sustainable transport will be realised through the requirement of a travel plan to be provided alongside applications for minor extensions to specialist housing in the countryside. Similarly, there will be positive impacts on accessibility where the everyday services that users would expect to access should be available on-site or in close proximity.

There will be a positive impact on landscapes where the design of extensions to existing specialist housing in the countryside must be sympathetic to the landscape character.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - An option which was considered was to specify sites for specialist care uses across the District. However it was considered that the market for specialist housing is continually evolving and that this would be too restrictive and not able to be flexible to the market going forward.
- Alternative 2 - Another option would be to rely on national guidance and other policies within this document to guide specialist housing development. However given the specific requirements set out in the NPPF for ensuring housing meets the needs of different groups in society it is considered that this policy is necessary.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	+	+	0	0	0	+	+	0	0	0	0	0	0	+
2	0	+	+	0	0	0	0	+	0	0	0	0	0	0	+

Alternative 1 would have similar impacts to the preferred policy. The fixed delivery of specialist housing as identified and defined at this stage however would not be as flexible as in the preferred approach, and as such positive impacts in the delivery of inclusive housing is limited.

Alternative 2 would also have similar impacts to the preferred policy, where the criteria for specialist housing is likely to be met through other policies and national guidance. Despite this, the presence of a specific policy is likely to stimulate and speed up the delivery of specialist housing in so far as clarifying the identified need of the elderly, young or vulnerable adults. In addition, the criterion that a travel plan accompany applications for minor extensions may not be relevant under other policies.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Annual dwelling completions
- Population projections and forecasts

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.



### 3.3.4 Policy ADM6 – Care Homes and Specialist Housing Allocations

An extension to St Dominic's Care Home in Kelvedon and land at Polly's Field off Church Lane in Bocking have been allocated for Care Homes on the Proposals Map. An area to the west of Mount Hill in Halstead has been allocated for specialist housing. Within these areas proposals will only be acceptable for specialist housing. General needs housing will not be permitted on any part of the site.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0
Medium Term	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0

#### Significant Effects

There would be a positive impact on inclusive housing delivery through the two allocations; however there will be no additional impacts beyond those identified for Policy ADM5 – Specialist Housing.

#### Temporal Effects

There are no temporal effects resulting from this policy.

#### Secondary, Cumulative and Synergistic Effects

The identification of two allocations for specialist housing would have a further positive cumulative impact in conjunction with Policy ADM5 – Specialist Housing.

#### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - An alternative could be to have no policy.
- Alternative 2 - It could be considered reasonable to allow 'normal' residential development on the sites, so this could be an alternative.
- Alternative 3 - An alternative setting out criteria for care home and specialist housing allocations.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternative 1's implementation would have little difference in impact from those identified for the preferred policy. There would however be no impact on inclusive housing where allocations are not specified to meet identified need.

Although the overall impact on housing generally would be marginal with the implementation of Alternative 2, there would be a negative impact on specialist housing delivery were general needs housing allowed on specialist housing allocations.

Alternative 3 would have the same impacts as the preferred policy where much of the content would reiterate that of Policy ADM5. Despite this, there may be some inconsistencies with policy ADM5 and the flexible approach it specifies in regards to the evolution in the market for specialist housing.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Annual dwelling completions
- Population projections and forecasts

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.3.5 Policy ADM7 – Gypsy and Traveller and Travelling Showpersons Accommodation

The Council will allocate the following sites for Gypsy and Traveller accommodation, as shown on the Proposals Map. The sites will be considered suitable for the number of pitches listed below:

Location	Pitches
Twin Oaks, Stisted	21

The Council will provide additional permanent and transit sites to meet the residual Core Strategy provision, of 7 permanent pitches and 6 transit pitches, through the determination of planning applications, in accordance with the criteria set out in Policy CS3.

The Council will provide 1 additional travelling showpersons plot or site, to meet the provision set out in Policy CS3, through the determination of planning applications, in accordance with the criteria set out in CS3.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0
Medium Term	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0

### Significant Effects

There will be a positive impact on housing related objectives through the allocation of the Gypsy, Traveller and Travelling Showpersons site at Stisted in addition to those impacts identified in the SA/SEA of Core Strategy Policy CS3.

### Temporal Effects

There are no temporal effects resulting from this policy.

## Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

## Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - To allocate alternative or additional Gypsy and Traveller sites for permanent use.
- Alternative 2 - To allocate a specific transit site.
- Alternative 3 - To allocate a specific Travelling Showperson plot.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	/	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	/	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	/	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternatives 1-3 are all likely to have an uncertain impact on housing, responding to suitable site provision in this instance. The allocation of additional permanent sites, a specific transit site or a specific Travelling Showperson plot at this stage can be seen to be inflexible in comparison to a criteria and application based approach, and in light of the most up-to-date evidence base.

## Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Indices of Multiple Deprivation Score – particularly Housing and Services Domain and the Living Environment Deprivation Domain

## Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.3.6 Policy ADM 8 – Housing and Density

Development should seek to create sustainable, inclusive and mixed communities through including a mix of house types and size at an appropriate density for the area. Higher densities could be appropriate in accessible locations.

The density and massing of residential development will be related to;

- The character of the site and its immediate surroundings, as well as the wider locality
- The adequacy of the access and the nearby road system to accommodate the traffic likely to be generated
- The existing vegetation, including trees on the site and the necessity for further landscaping
- On site amenity space to be provided in accordance with the Essex Design Guide
- An appropriate standard of residential accommodation provided for the occupants
- All new dwellings should meet Lifetime Homes Standards

On large sites of 10 or more dwellings, the Council will encourage the provision of a proportion of dwellings to be capable of adaptation, without major structural alterations, to meet the needs of people with disabilities.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	++	+	0	0	0	0	0	0	/	0	0	0	0	+
Medium Term	+	++	+	0	0	0	0	0	0	/	0	0	0	0	+
Long Term	+	++	+	0	0	0	0	0	0	/	0	0	0	0	+

### Significant Effects

There will be a positive impact on community cohesion where development should seek to create sustainable, inclusive and mixed communities.

There will be significant positive impacts on housing through delivering a mix of house types and sizes at an appropriate standard, including Lifetime Homes and capable of adaptation to meet the needs of people with disabilities.

Positive impacts will also be realised for the health of residents where the density and massing of residential development will relate to on-site amenity space to be provided in accordance with the Essex Design Guide.

There will also be a positive impact on landscapes and townscapes where development should be an appropriate density for the area and that the density and massing of new development will be related to the necessity for further landscaping.

There will however be uncertain impacts on cultural heritage and assets within the District. The policy could incorporate a criterion regarding cultural heritage assets and their settings in regards to the density and massing of new housing development.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - An alternative option would be to set a minimum or maximum density standard for all development. This would ensure that land was used efficiently but it would not respect the character of the local area or be able to respond to local circumstances. In an area with such a diverse pattern of development as Braintree District, it is not considered appropriate.
- Alternative 2 - A further option would be to rely on national guidance set out in the NPPF. This does provide some detail in relation to mix of housing etc but asks that Local Authority set out their own approach to housing density which is done in this policy.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	/	/	/	0	0	0	0	0	0	/	0	0	0	0	/
2	/	/	+	0	0	0	0	0	0	/	0	0	0	0	/

Alternative 1 will have numerous uncertain impacts related to a general minimum and maximum density standard. Housing density and mass differs widely across settlements and areas within them, and proposals need to be considered on an application-by-application basis regarding local context.

Alternative 2 will have similar impacts as Alternative 1 where applications will be considered without a strong local context considering site specific densities and requirements. A mix of housing, as specified in the NPPF will support inclusivity in housing development, but with potential issues surrounding their cohesion into existing settlements.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Indices of Multiple Deprivation Score – particularly Housing and Services Domain and the Living Environment Deprivation Domain
- Number of affordable dwelling completions
- Annual dwelling completions
- Population projections and forecasts

### Proposed Mitigation Measures / Recommendations

Sewerage capacity could be considered for inclusion as a criterion on this policy, in so far as it is related to housing density in certain areas.

#### 3.3.7 Policy ADM9 – Residential Alterations, Extensions and Outbuildings within Development Boundaries

Residential alterations, extensions and outbuildings within development boundaries will be permitted, provided that they meet the following criteria;

- There should be no over-development of the plot, when taking into account the footprint of the existing dwelling and the relationship to plot boundaries
- The siting, bulk, form and materials of the alteration, extension, or outbuilding should be compatible with the original dwelling
- There should be no unacceptable adverse impact on the amenities of adjoining residential properties, including on privacy, overshadowing or loss of light.
- There should be no material impact on the identity of the street scene, scale and character of the area

**Impact on SA/SEA Objectives**

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	0	0	0	0	0	0	0	0	0	0	0	0	0	++
Medium Term	+	0	0	0	0	0	0	0	0	0	0	0	0	0	++
Long Term	+	0	0	0	0	0	0	0	0	0	0	0	0	0	++

**Significant Effects**

There will be a small positive impact on the quality and life and community cohesion where residential alterations, extensions and outbuildings will be permitted provided they have no unacceptable adverse impact on the amenities of adjoining residential properties, including on privacy, overshadowing or loss of light.

There will be significant positive impacts on townscapes where residential alterations, extensions and outbuildings will be permitted provided there is no over-development of the plot, the siting, bulk, form and materials of the alteration, extension, or outbuilding are compatible with the original dwelling and there is no material impact on the identity of the street scene, scale and character of the area.

**Temporal Effects**

There are no temporal effects resulting from this policy.

**Secondary, Cumulative and Synergistic Effects**

There will be a secondary positive impact on this objective where there should be no material impact on the identity of the street scene, scale and character of the area, in those instances where there are cultural heritage assets present.

**Alternatives Considered**

The following alternative was looked at:

- Alternative 1 - No policy and rely on the GPDO and NPPF.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	/	0	0	0	0	0	0	0	0	0	0	0	0	0	/

Alternative 1 will have uncertain impacts on relevant sustainability objectives where neither the NPPF nor the GPDO can be seen to incorporate the breadth of criteria of the policy.

**Impacts on Indicators**

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Developments permitted contrary to Landscape Character Assessment 'sensitivities to change'.

**Proposed Mitigation Measures / Recommendations**

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.3.8 Policy ADM10 – Residential Alterations, Extensions and Outbuildings in the Countryside

Planning permission will be granted for the extension of a habitable, permanent dwelling in the countryside and for the erection of outbuildings ancillary to the residential use, provided that they meet the following criteria:

- The siting, design and materials must be in harmony with the countryside setting
- They are compatible with the scale and character of the existing dwelling
- Extensions and outbuildings will be required to be subordinate to the existing dwelling in terms of bulk, height, width and position
- New outbuildings should be well related to the existing development

The Council will have regard to the cumulative impact of extensions and outbuildings on the original character of the property and its surroundings. Any proposal which is likely to cause the permanent loss or damage to the traditional rural qualities of the countryside will not be permitted.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	++
Medium Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	++
Long Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	++

#### Significant Effects

There will be a positive impact on cultural heritage and assets where the Council will have regard to the cumulative impact of extensions and outbuildings on the original character of the property and its surroundings. Despite this, it may be difficult to implement refusals once precedence has been set for granting permissions for similar developments.

There will be significant positive impacts on landscapes where residential alterations, extensions and outbuildings will be permitted provided the siting, design and materials must be in harmony with the countryside setting, and where any proposal which is likely to cause the permanent loss or damage to the traditional rural qualities of the countryside will not be permitted.

#### Temporal Effects

There are no temporal effects resulting from this policy.

#### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

#### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - No policy and rely on the Permitted Development for Householders document and NPPF.

Sustainability Objective

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	/	0	0	0	0	/

Alternative 1 will have uncertain impacts on relevant sustainability objectives where neither the NPPF nor the Permitted Development for Householders document can be seen to incorporate the breadth of criteria of the policy. Similarly, the issue of residential alterations, extensions and outbuildings in the countryside, in a predominantly rural District, is important to reiterate and expand.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- House Prices
- Indices of Multiple Deprivation Score – particularly Housing and Services Domain and the Living Environment Deprivation Domain

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

#### 3.3.9 Policy ADM11 – Replacement Dwellings in the Countryside

Proposals to replace existing habitable, permanent dwellings of conventional construction in the countryside with a single new dwelling will be assessed against the following criteria;

- The existing dwelling is not a building of architectural or historical value, which makes a positive contribution to the locality, or which is capable of renovation to be reinstated as one.
- The applicant will need to demonstrate that the new dwelling is a more sustainable option than refurbishment and/or extension of the existing dwelling.
- The replacement dwelling would not have a more harmful impact, or be more intrusive in the landscape, than the original dwelling, by virtue of its siting, scale, height, character and design
- Any new replacement dwelling should be positioned on or close to the footprint of the existing dwelling, unless on design, landscape, highway safety, residential amenity or other environmental grounds, a more appropriate location on the plot can be justified.
- The size of the replacement dwelling should not be significantly larger than the original dwelling, irrespective of any outbuildings demolished on the site and should be appropriate to the countryside setting

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	+	0	0	0	0	0	0	0	+	0	0	0	0	+
Medium Term	0	+	0	0	0	0	0	0	0	+	0	0	0	0	+
Long Term	0	+	0	0	0	0	0	0	0	+	0	0	0	0	+



## Significant Effects

There will be small positive impacts on housing through allowing proposals that match the criteria. This will increase the quality of the housing stock in the countryside.

There will be also be positive impacts on cultural heritage where proposals will be assessed in regards to the existing dwelling's architectural or historical value and it's capability of being renovated and reinstated so.

Positive impacts will also be realised for landscapes where replacement dwellings will not have a more harmful impact, or be more intrusive in the landscape, than the original dwelling, by virtue of its siting, scale, height, character and design and similarly the size of the replacement dwelling should not be significantly larger than the original dwelling by virtue of the demolition of outbuildings on the site and should be appropriate to the countryside.

## Temporal Effects

There are no temporal effects resulting from this policy.

## Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

## Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - It could be possible to have no policy in relation to the replacement of dwellings within the countryside in this document and rely on other policies to deal with the matter in terms of design, position etc. However this is not considered a suitable option as it would not include the detailed considerations in relation to replacement dwellings which the District, as a rural authority, has many to deal with including the size and the position of the replacement dwelling on the plot.
- Alternative 2 - A further option would to be more prescriptive than above in terms of the size of the replacement dwelling that would be permitted, by specifying a maximum increase in volume or footprint that would be permitted. This has not been included as each application should be considered on its merits and different plots and dwellings in different locations may be able to accommodate more or less development depending on their impact on the local landscape character.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	+	0	0	0	0	0	0	0	/	0	0	0	0	/
2	0	+	0	0	0	0	0	0	0	/	0	0	0	0	/

Where Alternative 1 is likely to have a similarly positive impact on housing as the preferred policy, there will be uncertainties surrounding the nature of replacement dwellings in terms of specific design, scale and character. Having no policy on replacement dwellings in the countryside will potentially slow down the planning application process for such proposals.

Alternative 2 will have similar impacts to the preferred policy, however rigidly identified standards are unlikely to benefit the specific characteristics of different areas, particularly considering the District's predominantly rural nature and historical settlements in the countryside.

## Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- House Prices

- Indices of Multiple Deprivation Score – particularly Housing and Services Domain and the Living Environment Deprivation Domain
- Developments permitted contrary to Landscape Character Assessment 'sensitivities to change'

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

#### 3.3.10 Policy ADM12 – Rural Workers Dwellings in the Countryside

Applications for rural workers dwellings in the countryside will only be permitted in the following circumstances:-

- (a) There is a clearly established functional need for a full-time worker to live on this site in the countryside;
- (b) The functional need could not be fulfilled by an existing dwelling either on the site, or in the vicinity;
- (c) There is no building on the site, or in the vicinity, which is capable of conversion to such a dwelling;
- (d) The dwelling should be well-related to existing buildings, whilst retaining the ability to meet the identified functional need;
- (e) The dwelling should be of a size commensurate with the rural enterprises need and should be able to be supported long-term by the agricultural unit;
- (f) The unit and the rural activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially viable, and have a clear prospect of remaining so.

An application for a temporary rural workers dwelling in the form of a caravan, wooden building, or other easily dismantled structure, which does not comply with criteria (f) above may be granted for a period of up to three years if;

- There is clear evidence of a firm intention to develop the enterprise concerned;
- There is clear evidence that the proposed enterprise has been planned on a sound financial basis.

Applications for the removal of occupancy conditions will only be considered if evidence is provided to show that the need for a dwelling, on that unit, has ceased and that the property has been marketed in a way that reflects its limited occupancy condition.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	+	0	0	+	0	0	0	0	0	0	0	0	0	+
Medium Term	0	+	0	0	+	0	0	0	0	0	0	0	0	0	+
Long Term	0	+	0	0	+	0	0	0	0	0	0	0	0	0	+

## Significant Effects

There will be a minor positive impact on housing where rural workers dwellings are provided in the countryside where there is an identified and proven need and where the market and general needs housing policies would not deliver them.

Minor positive impacts will also be realised for economic growth where housing is delivered to support local employment opportunities in the countryside.

There will also be a small positive impact on landscapes where a criterion exists that prevents new rural workers' dwellings in the countryside being delivered should they not be well-related to existing buildings.

## Temporal Effects

There are no temporal effects resulting from this policy.

## Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

## Alternatives Considered and the Reasons for Their Rejection / Selection

The following alternative was looked at:

- Alternative 1 - Braintree is a very rural district and therefore has a reasonable demand for this type of dwelling. It is therefore not considered appropriate to rely solely on the NPPF for applications for these dwellings as it provides no guidance on how the essential need for a rural worker is assessed, nor does it provide any guidance on temporary agricultural workers dwellings.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0

Alternative 1 will have negative impacts on housing and the economic viability of in specific regard to rural workers' dwellings in the countryside where such a need is identified in the District. Through an approach where housing has to be proven to be required in individual applications, the preferred policy does not detract from the content of the NPPF and is specific to the needs of the District.

## Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- House Prices
- Indices of Multiple Deprivation Score – particularly Housing and Services Domain and the Living Environment Deprivation Domain
- Developments permitted contrary to Landscape Character Assessment 'sensitivities to change'

## Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.3.11 Policy ADM13 – Hamlets

Where there is a defined nucleus of at least ten dwellings and where it would not be detrimental to the character of the surroundings, exceptions may be made to policies ADM2 and ADM3 for the filling of a gap, for a single dwelling, between existing dwellings in hamlets and small groups of dwellings. This policy will not apply to proposals for isolated new dwellings, or the extension of ribbon development, and will not apply to gaps, which could accommodate more than one dwelling. Proposals which would set a precedent for the consolidation of sporadic or ribbon development or for the further infilling of large gaps, will also be resisted.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	+	0	0	0	0	0	0	0	0	0	0	0	0	+
Medium Term	0	+	0	0	0	0	0	0	0	0	0	0	0	0	+
Long Term	0	+	0	0	0	0	0	0	0	0	0	0	0	0	+

#### Significant Effects

There will be a small positive impact on housing from this policy; allowing small proposals for dwellings in hamlets on previously developed land including a change of use.

There will also be positive impacts on landscapes where proposals for single dwellings on previously developed land in hamlets will be refused where they set a precedent for sporadic or ribbon development or should they be detrimental to the character of surroundings or on Greenfield land.

#### Temporal Effects

There are no temporal effects resulting from this policy.

#### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

#### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - To not allow any infill development within the countryside and focus all development to development boundaries. This would accord with the principles set out in the spatial strategy but would not provide for new dwellings for those who wished to stay in smaller communities.
- Alternative 2 - For the Council to set out the areas/small groups of dwellings which it considers would be acceptable for new infill development. This would give an opportunity for those larger areas which do not have a development boundary to be considered for growth whilst restricting the growth in those areas which are considered too small/isolated/unsustainable for new growth.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	/
2	0	+	0	0	0	0	0	0	0	0	0	0	0	0	+

Alternative 1 would have no impact on housing in hamlets, where other policies may be more restrictive to any need. There will also be uncertain landscape implications; where positives can be drawn from allowing housing solely within development boundaries, the infilling of previously developed land in hamlets with single dwellings can be seen to improve the visual appearance of the settlement.

Alternative 2 will have similar impacts as the preferred policy with the added benefit of supporting the listed areas/small groups of dwellings' local services. Despite this, the alternative may prove difficult to implement in setting out the listed areas without development boundaries and in conjunction with Policies ADM10, ADM11 and ADM12 and for the purposes of the plan in its entirety, the preferred approach of dealing with each application on its own merits seems a less restrictive and more flexible approach.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- House Prices
- Indices of Multiple Deprivation Score – particularly Housing and Services Domain and the Living Environment Deprivation Domain
- Developments permitted contrary to Landscape Character Assessment 'sensitivities to change'

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

#### 3.3.12 Policy ADM14 – Garden Extensions

The extension of a garden will only be permitted where;

- The size of the proposed garden extension is proportionate with the size of the dwelling,
- It would have no adverse impact on the amenity of neighbouring properties;
- It does not enclose areas intended for amenity open space including but not limited to, those identified on the Proposals Map as visually important space, or informal, or formal recreation;
- There would be no loss of protected natural features, or areas of wildlife value
- The extension would not enclose a public right of way, or impact on highway safety or visibility;
- Garden extensions along road frontages in the countryside will be resisted;
- There is no material adverse effect on the character and appearance of the surrounding countryside;
- It would not interfere with a neighbouring agricultural use.

The Council will impose conditions removing permitted development rights over the new area of the garden.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	0	+	0	0	+	0	0	0	0	0	0	0	0	+
Medium Term	+	0	+	0	0	+	0	0	0	0	0	0	0	0	+
Long Term	+	0	+	0	0	+	0	0	0	0	0	0	0	0	+

### Significant Effects

There will be a minor positive impact on social cohesion, where garden extensions will not be permitted where they have an adverse impact on the amenity of neighbouring properties.

There will also be minor positive impacts on health where proposals will not be permitted where they enclose areas intended for amenity open space, formal recreation or Public Rights of Way.

Positive impacts will also be realised for biodiversity where proposals will not be permitted should there be a loss of protected natural features, or areas of wildlife value; and positive impacts for landscapes where proposals will not be permitted should they be perceived to have an adverse effect on the character and appearance of the surrounding countryside.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - To not have a policy on garden extensions and instead rely on other policies within this document in terms of design, amenity and protection of open space and agricultural land is not considered appropriate. This would not provide the detailed criteria and design as set out in this policy.
- Alternative 2 - To have no policy and rely on the NPPF.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	/	0	/	0	0	/	0	0	0	0	0	0	0	0	/
2	/	0	/	0	0	/	0	0	0	0	0	0	0	0	/

Alternative 1 would have uncertain impacts on relevant sustainability objectives where other policies in the plan would not deliver the specific criteria of the policy and could see numerous inappropriate proposals being permitted.

Alternative 2 would have similarly uncertain impact on relevant sustainability objectives, where there is arguably not enough specific detail in the NPPF to permit proposals appropriate to the District in a timely manner.

### **Impacts on Indicators**

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- House Prices
- Indices of Multiple Deprivation Score – particularly Housing and Services Domain and the Living Environment Deprivation Domain
- Developments permitted contrary to Landscape Character Assessment 'sensitivities to change'

### **Proposed Mitigation Measures / Recommendations**

No proposed mitigation measures / recommendations have been highlighted for this policy.

### **3.4 Employment**

#### **3.4.1 Policy ADM15 – Employment Policy Areas**

Employment policy areas are identified on the Proposals Map and listed in the following schedule, where the following uses will be considered appropriate and where the following employment uses will be permitted and retained:-

A. Business (B1), general industrial (B2), storage and distribution (B8)

B. Display, repair and sale of vehicles, vehicle parts, boats and caravans.

C. Indoor sports and recreation uses, which will only be permitted when identified needs for these uses cannot be met within suitable and viable town centre, or edge of centre sites and are in accessible locations.

D. A limited element of retailing, where this is ancillary to another main use permitted under A.

E Services specifically provided for the benefit of businesses based on, or workers employed within, the Employment Policy Areas.

#### **Schedule of Employment Policy Areas**

Anglia Way, Braintree

Broomhills Industrial Estate, Braintree

Charter Way Employment Area, Braintree

Driberg Way Industrial Estate, Braintree

Lakes Road Industrial Park, Braintree

Skyline 120, Braintree

Springwood Industrial Estate, Braintree

Priors Way Industrial Area, Coggeshall

Earls Colne Airfield

Riverside Industrial Area, Earls Colne

Gosfield Airfield

Bluebridge Industrial Estate, Halstead

Broton Drive Industrial Estate, Halstead

Factory Lane West/Kings Road Industrial Area, Halstead

Arla Dairy Hatfield Peverel

London Road Kelvedon

The Former Polish Camp, Rivenhall

Oxford Dairy, Sible Hedingham



Rippers Court/Everitt Way Sible Hedingham

Former Crittalls Site / Finishing Company, Silver End

Sturmer Industrial Areas

Eastways/Crittall Road/Waterside Park Industrial Areas, Witham

Freebournes/Perry Road Industrial Estate, Witham.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	++	0	0	+	+	0	0	0	0	0	0
Medium Term	0	0	0	0	++	0	0	+	+	0	0	0	0	0	0
Long Term	0	0	0	0	++	0	0	+	+	0	0	0	0	0	0

### Significant Effects

There will be significant positive impacts on economic growth and employment opportunities through the identification and retention of Employment Policy Areas that offer a range of different employment opportunities. The geographical spread of the listed areas responds well to settlements of the greatest population in the District, housing growth in response to the Core Strategy, and also transport links. This will also see positive impacts on accessibility.

Positive impacts will also be realised for skills development through the identification and retention of Employment Policy Areas that offer a range of different employment opportunities. The geographical spread of the listed areas responds well to settlements of the greatest population in the District, housing growth in response to the Core Strategy, and also transport links.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There will be a minor secondary positive impact on service centre vitality, where indoor sports and recreation uses will only be permitted in Employment Policy Areas when identified needs for these uses cannot be met within suitable and viable town centres, or edge of centre sites.

There will be further positive impacts on employment opportunities in accumulation with Policy ADM22.

There will be secondary positive impacts on sustainable transport uptake where the geographical spread of the listed areas responds well to settlements of the greatest population in the District, housing growth in response to the Core Strategy, and also transport and sustainable transport links.

There will be further positive impacts on employment opportunities in accumulation with Policy ADM22.

There will be secondary positive impacts on landscapes in accumulation with Policy ADM19.

### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - No policy and rely on the NPPF (and Policy Presumption in favour of Sustainable Development).

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	++	0	0	/	/	0	0	0	0	0	0

Alternative 1 will have significant positive impacts on economic growth in the District, however development may not respond to the identified accessible locations and reflect the range of employment opportunities of the preferred policy.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Typical amount of job creation (jobs per ha) within different use classes.
- Businesses by industry type
- Amount of vacant industrial floorspace
- Travel to work flows
- Employment status by residents and job type
- Job densities

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

#### 3.4.2 Policy ADM16 – Business Uses

Locations for B1 business uses are identified on the Proposals Map and listed in this policy, where only use class B1 business use will be permitted, unless they are both essential and ancillary to the main use of any unit and do not occupy more than 5% of the floor-space of the main unit.

Threshelfords Feering

Blois Meadow Steeple Bumpstead

NHS Offices, Collingwood Road, Witham

Maltings Lane Neighbourhood Business Area

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0
Medium Term	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0
Long Term	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0

**Significant Effects**

There will be positive impacts on economic growth as a result of this policy; the allocation of specific sites for B1 business uses in the District ensures that employment opportunities in this sector are secured.

**Temporal Effects**

There are no temporal effects resulting from this policy.

**Secondary, Cumulative and Synergistic Effects**

Impacts on economic growth will be cumulatively strengthened with Policies ADM15, ADM17 and ADM18.

**Alternatives Considered**

The following alternative was looked at:

- Alternative 1 - A less restrictive policy.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	/	0	0	0	0	0	0	0	0	0	0

Alternative 1 will have uncertain impacts on the delivery of B1 business uses where a less restrictive policy may respond to employment of different use classes being developed, which would not secure an adequate mix of employment opportunities for District residents.

**Impacts on Indicators**

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Typical amount of job creation (jobs per ha) within different use classes.
- Businesses by industry type
- Travel to work flows
- Employment status by residents and job type
- Job densities
- Economic activity of residents
- Average gross weekly pay
- Implemented and outstanding planning permissions for retail, office and commercial use

**Proposed Mitigation Measures / Recommendations**

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.4.3 Policy ADM17 – Business and Industrial Uses

Locations for B1 business uses and B2 Industrial Uses are identified on the Proposals Map and listed in this policy, where only use classes B1 and B2 will be permitted, unless they are both essential and ancillary to the main use of any unit and do not occupy more than 5% of the floor-space of the main unit.

- Land rear of Kings Head, Chapel Road, Ridgewell;
- Land at Pale Green, Helions Bumpstead;
- Land at Halstead Road, Earls Colne.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0
Medium Term	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0
Long Term	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0

#### Significant Effects

There will be positive impacts on economic growth as a result of this policy; the allocation of specific sites for B1 and B2 uses in the District ensures that employment opportunities in this sector are secured.

#### Temporal Effects

There are no temporal effects resulting from this policy.

#### Secondary, Cumulative and Synergistic Effects

Impacts on economic growth will be cumulatively strengthened with Policies ADM15, ADM16 and ADM18.

#### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - A less restrictive policy.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	/	0	0	0	0	0	0	0	0	0	0

Alternative 1 will have uncertain impacts on the delivery of B1 and B2 uses where a less restrictive policy may respond to employment of different use classes being developed, which would not secure an adequate mix of employment opportunities for District residents.

#### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Typical amount of job creation (jobs per ha) within different use classes.
- Businesses by industry type
- Amount of vacant industrial floorspace
- Travel to work flows
- Employment status by residents and job type
- Job densities
- Implemented and outstanding planning permissions for retail, office and commercial use

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.4.4 Policy ADM18 – Industrial Development Boundaries

Industrial development boundaries are defined on the Proposals Map, in the following locations, beyond which the spread of industrial and commercial uses will not be permitted. Outside these areas countryside policies will apply.

Earls Colne Airfield

Riverside Business Park , Earls Colne

Gosfield Airfield

Oxford Dairy, Sible Hedingham

The former Polish Camp Rivenhall

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0
Medium Term	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0
Long Term	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0

### Significant Effects

There will be positive impacts on economic growth as a result of this policy; the allocation of specific industrial development boundaries in the District ensures that employment opportunities in this sector are secured.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

Impacts on economic growth will be cumulatively strengthened with Policies ADM15, ADM16 and ADM18.

There will be indirect positive impacts on landscapes where industrial and commercial development will not be permitted outside specific boundaries. This ensures that such development does not occur in marginal or inappropriate locations.

### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - A less restrictive policy.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	/	0	0	0	0	0	0	0	0	0	/

Alternative 1 may have positive impacts on economic growth through a less restrictive policy; however uncertain impacts have been predicted where less restriction may see a disproportionate spread of industrial development in the District. There may also be landscape implications arising from unrestricted growth in this use class.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Typical amount of job creation (jobs per ha) within different use classes.
- Businesses by industry type
- Amount of vacant industrial floorspace
- Travel to work flows
- Employment status by residents and job type

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

#### 3.4.5 Policy ADM19 - Design and Layout of Employment Policy Areas and Business Uses

New employment development including employment policy areas and business uses will be required to conform to suitable design and layout standards with adequate car parking and provision for public transport, cycling and walking, landscaping and servicing, including either connection to mains sewers or construction of sewers to standards adoptable by the statutory water company. In considering planning applications for employment development, the District Council will expect to see standards of design and layout, car parking, servicing and landscaping agreed as a basis for more detailed proposals. Planning obligations will be sought to secure the management of new landscape areas.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	+	0	+	+	0	0	0	+	0	0	+
Medium Term	0	0	0	0	+	0	+	+	0	0	0	+	0	0	+
Long Term	0	0	0	0	+	0	+	+	0	0	0	+	0	0	+

## Significant Effects

There will be a positive impact on economic growth through well designed employment areas and business uses. Good design and layout can stimulate investment and prove attractive to tenants.

There will also be positive impacts on sustainable transport and accessibility where developments must conform to the provision of public transport, walking and cycling amenity, and also car parking.

Positive impacts will also be realised for sewerage where new developments must conform to criteria of sewer connection or the construction of sewers to standards adoptable by the statutory water company.

There will be positive impacts on landscapes and townscapes where new development will be required to conform to suitable design and layout standards and landscaping in more detailed proposals.

## Temporal Effects

There are no temporal effects resulting from this policy.

## Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

## Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - Adopt and rely on the Essex Design Guide/Urban Place Supplement to cover the policy content.
- Alternative 2 - A criteria based policy.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	+	0	+	+	0	0	0	0	0	0	+
2	0	0	0	0	+	0	+	+	0	0	0	+	0	0	+

Alternative 1 will have similar impacts to the preferred policy; however the Essex design Guide/Urban Place Supplement does not consider sewer connection in the layout of new development.

Alternative 2 will have a range of similar positive impacts to the preferred policy; however a criteria based policy could be seen as restrictive to essential economic growth through a potentially exhaustive number of relevant criteria that could be included, which could stifle delivery.

## Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Typical amount of job creation (jobs per ha) within different use classes.
- Businesses by industry type
- Amount of vacant industrial floorspace
- Developments permitted contrary to Landscape Character Assessment 'sensitivities to change'.
- Development on PDL

**Proposed Mitigation Measures / Recommendations**

No proposed mitigation measures / recommendations have been highlighted for this policy.

**3.4.6 Policy ADM20 - Work Place Nurseries**

The provision of workplace nurseries will be sought as an integral part of new business parks and other employment generating development, including health and education, to be achieved by means of planning obligations. This will include the provision of additional facilities for working parents by individual employers. The provision of workplace nurseries will need to be demonstrated within the design and layout requirements of Policy 60.

**Impact on SA/SEA Objectives**

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Medium Term	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Significant Effects**

There are no temporal effects resulting from this policy.

**Temporal Effects**

There are no secondary, cumulative or synergistic effects resulting from this policy.

**Secondary, Cumulative and Synergistic Effects**

There will be minor secondary positive impacts on employment through reducing the barriers to opportunities for those with young children.

**Alternatives Considered**

The following alternative was looked at:

- Alternative 1 – No policy.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

The alternative of having no policy is unlikely to significantly impact on any of the sustainability objectives directly. Were there no policy on workplace nurseries however, it could be argued that comparative employment opportunities would be less inclusive.

**Impacts on Indicators**

The implementation of this policy is unlikely to impact on any of the SA/SEA indicators.

- Businesses by industry type
- Travel to work flows
- Employment status by residents and job type



- Job densities
- Economic activity of residents

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.4.7 Policy ADM21 - Change of Use of Commercial Buildings in the B Use Classes

The change of use from commercial to residential use will only be permitted where proposals meet the following criteria;

- The buildings are of permanent and substantial construction and are capable of conversion to residential use without major extension or substantial reconstruction
- The building is no longer fit for the commercial purpose, for which it was intended, nor is reasonably capable of conversion to accommodate another commercial use
- The building is not within an employment policy area or an area allocated for B1 or B2 uses as shown on the Proposals Map
- The conversion will lead to an improvement in the residential amenity of neighbouring dwellings
- The buildings are within flood zone 1.

All property must have been extensively marketed as follows:-

For a range of commercial purposes, to the satisfaction of the Council.

- At a reasonable market rate.
- On flexible terms.
- For at least 6 months.

The outcome of marketing must demonstrate that the use of the building for commercial purposes is unviable, before residential use of the building will be considered.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0
Medium Term	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0

### Significant Effects

There will be minor positive impacts on housing by increasing the housing stock through a change of use of unviable commercial buildings.

There would be no impact on economic growth through changing the use of commercial buildings to residential use where marketing criteria exist to demonstrate that they are unviable in B Use Classes, and extensively marketed for other commercial uses.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - A less restrictive policy.
- Alternative 2 - To remove the marketing criteria.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	+	0	0	/	0	0	0	0	0	0	0	0	0	0
2	0	+	0	0	-	0	0	0	0	0	0	0	0	0	0

Alternative 1 will have positive impacts on the housing stock, however potentially to the detriment of economic growth, were a less restrictive policy adopted. Uncertain impacts have been highlighted in regard to economic growth, where a less restrictive approach may result in changes of use in instances where commercial uses are still viable.

Alternative 2 would have similar impacts to Alternative 1, but with negative impacts on economic growth. The alternative is likely to see an increase in changes of use from commercial to residential with no criteria to verify whether the original use has become unviable.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Typical amount of job creation (jobs per ha) within different use classes.
- Percentage change and comparison in the total number of VAT registered businesses in the area
- Businesses by industry type
- Travel to work flows
- Employment status by residents and job type
- Job densities
- Proportion of business in rural locations
- Implemented and outstanding planning permissions for retail, office and commercial use

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.4.8 Policy ADM22 - Promotion of Employment Clusters

The District Council will support the development of employment clusters in suitable locations in the following sectors:

- Advanced Electronics and ICT
- Environmental Technology

Development proposals which promote these clusters would be appropriate in the following area:

- The Innovation and Enterprise Business Park at Great Notley.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	++	0	/	/	+	0	0	0	0	0	0
Medium Term	0	0	0	0	++	0	/	/	+	0	0	0	0	0	0
Long Term	0	0	0	0	++	0	/	/	+	0	0	0	0	0	0

#### Significant Effects

There will be positive impacts on economic growth and skills development through the promotion of employment clusters in the District. In specifying an appropriate site, the Council seek to provide employment opportunities in identified sectors in the District's highest population settlement.

There will be uncertain impacts however on sustainable transport and accessibility, where the policy does not specify criteria to determine 'suitable locations' within the District.

#### Temporal Effects

There are no temporal effects resulting from this policy.

#### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

#### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - A criteria based policy for developers, specifying suitable locations.
- Alternative 2 - No policy and rely on the NPPF (and Policy Presumption in favour of Sustainable Development).

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	+	0	+	+	+	0	0	0	0	0	0
2	0	0	0	0	+	0	/	/	+	0	0	0	0	0	0

Alternative 1 would impact positively on a wider range of sustainability objectives as the preferred policy, however possibly to the detriment of delivery. The number of applications coming forward as a result of the preferred policy is likely to be higher than those from a more restrictive policy.

Alternative 2 will have less likelihood of delivering advanced electronics and ICT development, and employment on environmental technology, particularly at the identified site in Great Notley through a presumption in favour of sustainable development across other use classes. Impacts on other objectives will be uncertain in line with a no criteria based approach.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Employment land availability
- Typical amount of job creation (jobs per ha) within different use classes.
- Percentage change and comparison in the total number of VAT registered businesses in the area
- Businesses by industry type
- Travel to work flows
- Employment status by residents and job type
- Average gross weekly pay

### Proposed Mitigation Measures / Recommendations

It is recommended that the policy/plan specify criteria to determine 'suitable locations' within the District.

#### 3.4.9 Policy ADM23 – Rural Enterprise

Proposals for sustainable small scale economic development will be supported where they provide the most sustainable option in villages, or other locations, that are remote from local service centres, where a site is an acceptable location for development. Proposals for the conversion and re-use of suitable existing buildings, or for appropriate well designed new buildings, adjacent or closely related to towns and villages, for economic development will be supported where the benefits outweigh the harm in terms of:

- The potential impact on the countryside, landscapes and wildlife Local economic and social needs and opportunities;
- Settlement patterns and the level of accessibility to service centres, markets and housing;
- The need to conserve or the desirability of conserving heritage assets.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	/	0	/	+	/	0	/	0	/	0	0	0	0	+
Medium Term	0	/	0	/	+	/	0	/	0	/	0	0	0	0	+
Long Term	0	/	0	/	+	/	0	/	0	/	0	0	0	0	+

## Significant Effects

There will be positive impacts on rural employment and economic growth through this policy.

There will also be positive impacts on landscapes where proposals will only be accepted for the conversion and re-use of suitable existing buildings and appropriately designed new buildings.

There will be uncertain impacts however on housing where schemes may be permitted where the economic benefits outweigh the potential impact on accessibility to housing. This is also the case for the vitality of centres where schemes may be permitted where the economic benefits outweigh the potential impacts on the level of accessibility to service centres; biodiversity where schemes may be permitted where the economic benefits outweigh the potential harm to wildlife; accessibility where schemes may be permitted where the economic benefits outweigh the potential impacts on the level of accessibility to service centres; and cultural heritage where schemes may be permitted where the economic benefits outweigh the need to conserve or the desirability of conserving heritage assets.

## Temporal Effects

There are no temporal effects resulting from this policy.

## Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

## Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - No policy and rely on Policy Presumption in favour of Sustainable Development.
- Alternative 2 - A criteria based policy on what is deemed 'sustainable' and 'small scale'.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	/	0	/	+	/	0	/	0	/	0	0	0	0	/
2	0	/	0	/	+	/	0	/	0	/	0	0	0	0	+

Alternative 1 will have similar impacts on the sustainability criteria as the preferred policy, however with potentially less surety that new buildings are appropriately well designed. Uncertain impacts on a number of criteria exist, but with perhaps less emphasis that potential issues are easily highlighted and resolved.

Alternative 2 will have similar impacts as the preferred policy, but with potentially more restriction on what developments are deemed appropriate. This approach may not be consistent with ADM1, and also may not be suitable for the District as a whole.

## Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Percentage change and comparison in the total number of VAT registered businesses in the area
- Amount of high quality agricultural land
- Travel to work flows
- Employment status by residents and job type
- Proportion of business in rural locations

- Implemented and outstanding planning permissions for retail, office and commercial use
- Developments permitted contrary to Landscape Character Assessment 'sensitivities to change'.

**Proposed Mitigation Measures / Recommendations**

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.5 Retail

#### 3.5.1 Policy ADM24 – Primary Shopping Areas

Within the primary shopping areas, as defined on the Proposals Maps, the following uses will be permitted:

- retail development (Use Class A1)

Proposals for use classes A2- A5 and D1- D2 provided that;

- it would not result in less than 75% of units in a street frontage being A1 uses,
- it would not break a continuous A1 retail frontage

Residential development (C3) provided that;

- it is not located on the ground floor,
- it would not result in the loss of ancillary storage space
- it would not prevent off-street servicing

Proposals for uses within use classes A2 to A5 or D1/D2 will be permissible within Secondary Frontages.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	+	0	++	+	0	+	+	0	0	0	0	0	0	0
Medium Term	0	+	0	++	+	0	+	+	0	0	0	0	0	0	0
Long Term	0	+	0	++	+	0	+	+	0	0	0	0	0	0	0

#### Significant Effects

There will be significant positive impacts on the vitality and viability of service centres by locating appropriate development at appropriate scales in primary shopping areas. This will also see positive impacts on economic growth.

There will also be positive impacts on housing criteria through seeking to locate housing in primary shopping areas where appropriate.

Sustainable transport uptake will be positively impacted on by ensuring that a good range of services and use classes are permissible in primary shopping areas; responding to the District's most easily accessible centres by public transport, and there will be positive impacts on accessibility by ensuring that a good range of services and use classes are permissible in primary shopping areas; responding to the District's most accessible centres.

#### Temporal Effects

There are no temporal effects resulting from this policy.

## Secondary, Cumulative and Synergistic Effects

Positive impacts on townscape will be realised in accumulation with Policy ADM62 and potentially Policies ADM63, 64, 65 and 66.

### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - Policy to relate to retail development only.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	+	/	0	/	/	0	0	0	0	0	0	0

Alternative 1 will have a minor positive impact on the vitality of centres only, and uncertain impacts on economic growth. Without housing and non-retail development in primary shopping areas, footfalls will not be maximised. Similarly, where primary shopping areas represent accessible locations with good existing sustainable transport links and infrastructure, an absence of non-retail related development in these areas will likely see such development located in less accessible locations.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Amount of retail, leisure and office floorspace in town centres.
- Implemented and outstanding planning permissions for retail, office and commercial use
- Pedestrian footfall count

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

#### 3.5.2 Policy ADM25 – District Centre

Within the District Centres as defined on the Proposals Map, the following uses will be permitted:

- Retail development (Use Class A1)
- Proposals for use classes A2- A5 and D1- D2 provided that it would not result in less than 75% of units being A1 uses
- Residential development (C3) provided that;
  - it is not located on the ground floor,
  - it would not result in the loss of ancillary storage space
  - it would not prevent off-street servicing



**Impact on SA/SEA Objectives**

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	+	0	++	+	0	+	+	0	0	0	0	0	0	0
Medium Term	0	+	0	++	+	0	+	+	0	0	0	0	0	0	0
Long Term	0	+	0	++	+	0	+	+	0	0	0	0	0	0	0

**Significant Effects**

There will be significant positive impacts on the vitality and viability of service centres by locating appropriate development at appropriate scales in District Centres. This will also see positive impacts on economic growth.

Positive impacts will also be realised for housing through seeking to locate housing in District Centres where appropriate.

There will be positive impacts on sustainable transport uptake and accessibility by ensuring that a good range of services and use classes are permissible in District Centres; responding to areas of the District accessible centres by public transport.

**Temporal Effects**

There are no temporal effects resulting from this policy.

**Secondary, Cumulative and Synergistic Effects**

Positive impacts on townscape will be realised in accumulation with Policy ADM62 and potentially Policies ADM63, 64, 65 and 66.

**Alternatives Considered**

The following alternative was looked at:

- Alternative 2 - Policy to relate to retail development only.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	+	/	0	/	/	0	0	0	0	0	0	0

Alternative 1 will have a minor positive impact on the vitality of centres only, and uncertain impacts on economic growth. Without housing and non-retail development in District Centres, footfalls will not be maximised. Similarly, where District Centres represent accessible locations with good existing sustainable transport links and infrastructure, an absence of non-retail related development in these areas will likely see such development located in less accessible locations.

**Impacts on Indicators**

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Amount of retail, leisure and office floorspace in town centres.
- Implemented and outstanding planning permissions for retail, office and commercial use
- Pedestrian footfall count

**Proposed Mitigation Measures / Recommendations**

No proposed mitigation measures / recommendations have been highlighted for this policy.

**3.5.3 Policy ADM26 – Impact Assessments**

An Impact Assessment will be required for main town centre uses proposed for sites that are not within a Town, District or Local Centre, for developments in excess of 2500sqm gross affecting Braintree town centre, 1500sqm affecting Witham and Halstead town centres, 1000sqm for Great Notley district centre and 500 sqm for local centres as defined on the Proposals Map. This is in order to safeguard the viability and vitality of the centres. Where a proposal is less than the threshold, an impact assessment will not normally be required unless the centre it would affect is considered to be vulnerable.

**Impact on SA/SEA Objectives**

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0
Medium Term	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0
Long Term	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0

**Significant Effects**

There will be positive impacts on the vitality and viability of service centres and economic growth from impact assessments by ensuring that development is of the appropriate scale in the identified centres.

**Temporal Effects**

There are no temporal effects resulting from this policy.

**Secondary, Cumulative and Synergistic Effects**

There are no secondary, cumulative or synergistic effects resulting from this policy.

**Alternatives Considered**

The following alternatives were looked at:

- Alternative 1 - No policy and rely on Core Strategy.
- Alternative 2 - Policy to list vulnerable centres, or areas within centres.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	++	+	0	0	0	0	0	0	0	0	0	0

Alternative 1 will have no additional impacts beyond those identified in the SA/SEA of the adopted Core Strategy. The presence of a Development Management Policy on impact assessments strengthens the importance of appropriately scaled development in the District's centres on an application basis, as opposed to being just a strategic issue.

Alternative 2 will have similar impacts as the preferred policy. The vitality and viability of centres will meet identified need, however may be viewed as restrictive should applications not be conducive to specific centres or areas within them, and there may also be conflicts with Policy ADM1.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Amount of retail, leisure and office floorspace in town centres.
- Implemented and outstanding planning permissions for retail, office and commercial use
- Number and type of services from Rural Services Study
- Number of post offices closed down
- Number of village shops closed down
- Pedestrian footfall count

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.5.4 Policy ADM27 – Town centre Improvements

Contributions will be sought for projects, which would improve the public realm, pedestrian and highways access and would enhance conservation areas and public open spaces within town centres.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	++	+	0	+	+	0	+	0	0	0	0	++
Medium Term	0	0	0	++	+	0	+	+	0	+	0	0	0	0	++
Long Term	0	0	0	++	+	0	+	+	0	+	0	0	0	0	++

### Significant Effects

There will significant positive impacts on town centre vitality and viability through seeking improvements to the public realm, access, and open spaces of town centres, which will increase footfalls in such centres. This will also see positive impacts on economic growth.

There will also be significant positive impacts on townscapes through seeking improvements to the public realm, conservation areas and open spaces of town centres.

There will be positive impacts on sustainable transport uptake, accessibility and transport related infrastructure as a result of town centre improvements to the public realm, and highway access pedestrian access.

Positive impacts will be realised for cultural heritage and assets where town centre improvements are sought to enhance conservation areas.

### Temporal Effects

There are no temporal effects resulting from this policy.

## Secondary, Cumulative and Synergistic Effects

There will be indirect positive impacts on health where improvements will be sought to the public realm and public open space in the District's town centres.

There may be indirect positive impacts on biodiversity as a result of open space based town centre improvements.

There will be positive cumulative impacts on cultural heritage and assets where town centre improvements are sought to enhance conservation areas, in conjunction with Policies ADM63, 64 and 65.

There may be indirect positive impacts associated with pedestrian and open space town centre improvements.

## Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - Extend to include local centres.
- Alternative 2 - To identify a hierarchy of centres to meet identified need.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	+	+	0	+	+	0	+	0	0	0	0	+
2	0	0	0	+	+	0	+	+	0	+	0	0	0	0	+

Alternative 1 will have similar positive impacts as the preferred policy. Despite this, expanding the policy to include local centres may be to the detriment of town centres and the level of improvements realised in these areas.

Alternative 2 will have similar positive impacts as Alternative 1. A hierarchy of identified sites (beyond those town centre related Comprehensive Development Areas) may stifle the vitality and viability of the District's town centres as a whole, and see improvements focused to certain a one town or towns over others.

## Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Amount of retail, leisure and office floorspace in town centres.
- Implemented and outstanding planning permissions for retail, office and commercial use
- Pedestrian footfall count

## Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.5.5 Policy ADM28 – Freeport Outlet Centre

The area defined on the proposals map as Factory Outlet Centre shall be maintained for the purpose of a discount shopping outlet centre.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0
Medium Term	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0
Long Term	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0

#### Significant Effects

There will be positive impacts on the vitality and viability of Braintree town centre and economic growth by maintaining Freeport solely as a shopping outlet centre and not for other uses.

#### Temporal Effects

There are no temporal effects resulting from this policy.

#### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

#### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - No policy.
- Alternative 2 - Merge with Policy Braintree Retail Park and Policy Leisure and Entertainment to define different boundaries.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	/	+	0	0	0	0	0	0	0	0	0	0
2	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0

Alternative 1 will have positive impacts on economic growth, however possibly to the detriment of other service centre vitality and viability; where uses not limited to those presently at Freeport are allowed, removing the function of established town and other service centres.

Alternative 2 will have similar positive impacts as the preferred policy. Despite this, there may be a disparate concentration of one particular use should Freeport, Braintree retail Park and nearby Leisure and Entertainment criteria be the same and not explicit for each current boundary.

#### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Amount of retail, leisure and office floorspace in town centres.

- Implemented and outstanding planning permissions for retail, office and commercial use
- Pedestrian footfall count

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.5.6 Policy ADM29 – Braintree Retail Park

A. The units on the eastern side of Braintree Retail Park identified on the proposals map shall be retained for the purposes of retail warehousing and up to 3700 sqm gross of clothing, foot and sportswear.

B. The units on the western side of Braintree Retail Park and the area to the north identified on the proposals map shall be retained for retail warehousing purposes, as shown on the proposals map.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0
Medium Term	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0
Long Term	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0

### Significant Effects

There will be positive impacts on the vitality and viability of Braintree town centre and economic growth by maintaining Braintree Retail Park for retail warehousing and up to 3700 sqm gross of clothing, foot and sportswear and not for other uses.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - No policy.
- Alternative 2 - Merge with Policy Freeport Outlet Centre and Policy Leisure and Entertainment to define different boundaries.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	/	+	0	0	0	0	0	0	0	0	0	0
2	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0

Alternative 1 will have positive impacts on economic growth, however possibly to the detriment of other service centre vitality and viability; where uses not limited to those presently at Braintree Retail Park are allowed, removing the function of established town and other service centres.

Alternative 2 will have similar positive impacts as the preferred policy. Despite this, there may be a disparate concentration of one particular use should Braintree Retail Park, Freeport and nearby Leisure and Entertainment criteria be the same and not explicit for each current boundary.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Amount of retail, leisure and office floorspace in town centres.
- Implemented and outstanding planning permissions for retail, office and commercial use
- Pedestrian footfall count

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.5.7 Policy ADM30 – Leisure and Entertainment

The area identified on the proposals map for Leisure and Entertainment shall be retained for leisure and entertainment related uses. Proposals within use class D2 will be permitted, with the exception of nightclubs or dance halls.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0
Medium Term	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0
Long Term	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0

### Significant Effects

There will be positive impacts on the vitality and viability of Braintree town centre and economic growth by maintaining those areas designated for Leisure and Entertainment for those uses only.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - No policy.
- Alternative 2 - Merge with Policy Freeport Outlet Centre and Policy Braintree Retail Park to define different boundaries.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	/	+	0	0	0	0	0	0	0	0	0	0
2	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0

Alternative 1 will have positive impacts on economic growth, however possibly to the detriment of other service centre vitality and viability; where uses not limited to those presently at Leisure and Entertainment destinations are allowed, removing the function of established town and other service centres.

Alternative 2 will have similar positive impacts as the preferred policy. Despite this, there may be a disparate concentration of one particular use should those areas designated for Leisure and Entertainment, Braintree Retail Park and Freeport have the same criteria and uses not be explicit for each current boundary.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Amount of retail, leisure and office floorspace in town centres.
- Implemented and outstanding planning permissions for retail, office and commercial use
- Pedestrian footfall count
- Residents opinion on availability of leisure facilities

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.5.8 Policy ADM31 – Car Parking - Freeport and Braintree Retail Park

The areas identified on the Proposals Map as car parking at Freeport and Braintree Retail Park shall be retained for that purpose.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	+	0	0	0	+	0	0	0	0	0	0	0
Medium Term	0	0	0	+	0	0	0	+	0	0	0	0	0	0	0
Long Term	0	0	0	+	0	0	0	+	0	0	0	0	0	0	0

### Significant Effects

The current level of car parking at Freeport and Braintree Retail Park can be considered fit for purpose and thus contribute to the vitality and viability of these centres.

There will be positive impacts on accessibility. Limiting the level of car parking and the degree of development of Freeport and Braintree Retail Park through Policies ADM 28 and 29, allows inclusive access to goods and services without impacting on the viability of current public transport links.



## Temporal Effects

There are no temporal effects resulting from this policy.

## Secondary, Cumulative and Synergistic Effects

The current level of car parking at Freeport and Braintree Retail Park can be considered fit for purpose and thus contribute indirectly to the economic performance of these centres indirectly.

Public transport links to Freeport and Braintree Retail Park are well established, however the nature of services at such centres require an adequate level of car parking. It is considered good practice to limit the levels of car parking at these centres and thus there may be secondary positive impacts on sustainable transport uptake.

## Alternatives Considered

The following alternative was looked at:

- Alternative 1 – No policy

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	/	0	0	0	+	0	0	0	0	0	0	0

An alternative that does not set a limit on car parking for Freeport and Braintree Retail Park may have negative impacts on Braintree town centre, should expansion be allowed outside the boundary set in the preferred policy. As such, uncertain impacts are highlighted to reflect this possibility.

## Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Amount of retail, leisure and office floorspace in town centres.
- Implemented and outstanding planning permissions for retail, office and commercial use
- Pedestrian footfall count

## Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.5.9 Policy ADM32 – Retail Warehouse Development

Land for retail warehousing is allocated at Braintree Retail Park, at Swanvale, Colchester Road Witham and at the Maltings Lane Neighbourhood, Witham (up to a maximum of 2.287 ha) on the Proposals Map. Retail warehouse development will be permitted within or immediately adjoining, town centres. If no such sites are available, then the sequential approach will be applied. In addition proposals will be judged against the following criteria:

- (1) The cumulative effect of the proposed development and other recent and proposed large scale development in the locality on the vitality and viability of any nearby shopping centre as a whole;
- (2) Development to be confined to the sale of non-food retail products, of a weighty or bulky nature, which could give rise to inconvenience to the public if located within, or adjacent to, town centres, that are proven to be acceptable to retail warehousing and found within established retail warehouse parks;

- (3) The physical and environmental capacity of the adjacent road network to accommodate the traffic generated;
- (4) The accessibility of the site by all modes of transport and the preparation of a travel plan;
- (5) The adequacy of vehicle parking and service arrangements; and
- (6) The effect on the amenities of the area.

Any proposals within Braintree Retail Park, at Swanvale, Witham and within the Maltings Lane Neighbourhood Retail Warehousing Allocation should comply with the above criteria.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	+	+	0	+	+	0	0	0	0	0	+	0
Medium Term	0	0	0	+	+	0	+	+	0	0	0	0	0	+	0
Long Term	0	0	0	+	+	0	+	+	0	0	0	0	0	+	0

### Significant Effects

There will be positive impacts on nearby shopping centres where retail warehouse development will be permitted within or immediately adjoining town centres, and the cumulative effect of proposed developments and other large scale developments will be judged against their impact on them.

There will also be positive impacts on economic growth through the locational criteria detailed in the policy; assessing the impacts retail warehouse development will have on wider town and service centres.

Positive impacts will be realised for sustainable transport uptake by focussing retail warehouse development in or adjacent to town centres and nearby shopping centres in the first instance. This maximises the potential of access by sustainable means, where the District's centres offer the most sustainable locations in terms of sustainable transport links. A criterion also exists that looks at the accessibility of the site by all modes of transport and the preparation of a travel plan. This is also the case for accessibility criteria, and additionally where the physical capacity of the adjacent road network exists as a criterion, alongside the adequacy of parking and service arrangements. A criterion also exists that looks at the accessibility of the site by all modes of transport and the preparation of a travel plan.

There will be a positive impact on air quality, where a criterion exists that judges proposals against the environmental capacity of the adjacent road network.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - A less prescriptive policy.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	/	+	0	/	/	0	/	0	0	0	0	/

The alternative of a less prescriptive policy is likely to see uncertainty surrounding the impacts of new proposals retail warehouse development on town centres, sustainable transport options, accessibility, cultural heritage and townscapes/landscapes, due to an absence of locational criteria. There may however, be a marginally greater impact on economic growth.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Amount of retail, leisure and office floorspace in town centres.
- Implemented and outstanding planning permissions for retail, office and commercial use
- Pedestrian footfall count

### Proposed Mitigation Measures / Recommendations

It is recommended that, where retail warehouse development s to be located within or immediately adjoining town centres, that the possible impacts on cultural heritage assets, such as conservation areas, as well as townscape are included as a criterion.

#### 3.5.10 Policy ADM33 – Retail Site Allocations

The following sites are identified in the town centres for retailing and other main town centre uses as shown on the Proposals Map;

##### Braintree

- Land at George Yard Braintree;
- Land at Manor Street Braintree;
- Tesco Store, Car Park and Pound End Mill New Street Braintree;
- Sainsbury's Store and Car Park Toft's Walk Braintree;

##### Witham

- Newlands Shopping Centre (inc land to the rear of Coach House Way ) Witham;
- Former Co-op department Store Newlands Street/Kings Chase Witham;

##### Halstead

- Land East of the High Street Halstead;
- EMD Site Kings Road Halstead.

**Impact on SA/SEA Objectives**

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	+	0	++	+	0	0	0	0	0	0	0	0	0	0
Medium Term	0	+	0	++	+	0	0	0	0	0	0	0	0	0	0
Long Term	0	+	0	++	+	0	0	0	0	0	0	0	0	0	0

**Significant Effects**

There will be positive impacts on housing through the delivery of housing as part of retail site allocations in the District's town centres. Also, there will be positive impacts associated with the Panfield Land New Local Centre, which supports a Core Strategy Growth Location.

There will be significant positive impacts on the vitality and viability of the District's town centres and towns as a result of the retail site allocations. The allocations identify sites in need of regeneration and development, as well as supporting a housing growth location in the Core Strategy. This is also the case for economic growth.

**Temporal Effects**

There are no temporal effects resulting from this policy.

**Secondary, Cumulative and Synergistic Effects**

There will be secondary positive impacts on sustainable transport uptake and accessibility as a result of the retail site allocations. The allocations identify sites within the most accessible locations in the District in terms of sustainable transport infrastructure, as well as supporting housing growth locations in the Core Strategy.

There will be secondary positive impacts on townscapes through the identified site allocations.

**Alternatives Considered**

The following alternative was looked at:

- Alternative 1 - To have site specific policies incorporating Policies – Primary Shopping Areas and Town Centre Improvements.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	+	0	+	+	0	0	0	0	0	0	0	0	0	0

Site specific policies incorporating those policies regarding primary shopping areas and town centre improvements will have similar positive impacts on the sustainability objectives. Despite this, it is uncertain whether the new local centre at Panfield Lane would be incorporated within identified primary shopping areas and town centres.

**Impacts on Indicators**

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Amount of retail, leisure and office floorspace in town centres.
- Implemented and outstanding planning permissions for retail, office and commercial use
- Pedestrian footfall count

**Proposed Mitigation Measures / Recommendations**

No proposed mitigation measures / recommendations have been highlighted for this policy.

**3.5.11 Policy ADM34 – Comprehensive Development Area – Newland Shopping Centre, Witham**

Land at Newland Shopping Centre, Newlands Drive Car Park, Lockram Lane and Coachhouse Way is allocated as a Comprehensive Development Area for mixed- use development, where a combination of retail, employment, leisure, car parking and residential uses will be allowed. A development brief will be required for the whole site prior to any redevelopment, which should address the following issues:

- Provision of convenience and comparison retail uses;
- Refurbishment of Newland Shopping Centre;
- Provision of residential uses;
- Satisfactory service access;
- Appropriate provision for any displaced parking;
- Enhancement to the frontage to Newland Street, the conservation area and the setting of listed buildings;
- Retention of pedestrian access through Lockram Lane.
- Public realm improvements.

**Impact on SA/SEA Objectives**

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	+	0	+	+	0	+	+	0	+	0	0	0	0	+
Medium Term	0	+	0	+	+	0	+	+	0	+	0	0	0	0	+
Long Term	0	+	0	+	+	0	+	+	0	+	0	0	0	0	+

**Significant Effects**

There will be positive impacts on housing, Witham town centre, and economic growth as a result of comprehensive development of Newland Shopping Centre to incorporate housing in mixed-use briefs.

There will also be positive impacts on walking as a sustainable method of transportation as a result of development briefs being required to include the retention of pedestrian access through Lockram lane and public realm improvements.

Accessibility will see positive improvements as a result of development briefs being required to address satisfactory service access and the appropriate provision for any displaced parking, as well as pedestrian access and public realm improvements.

Positive impacts will also be realised for cultural heritage and townscape objectives where development briefs will have to address the enhancement to the frontage of Newland Street, the conservation areas and the setting of listed buildings.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - A less prescriptive policy.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	+	0	+	+	0	/	/	0	/	0	0	0	0	+

A less prescriptive policy is likely to have positive impacts on the vitality of Witham Town Centre, economic growth, the general townscape, and housing where it can be assumed that mix-use development would be attractive to developers. Despite this, the alternative may not include the necessary detail of identified improvements such as specific access and public realm improvements.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Amount of retail, leisure and office floorspace in town centres.
- Implemented and outstanding planning permissions for retail, office and commercial use
- Pedestrian footfall count

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

#### 3.5.12 Policy ADM35 – Comprehensive Development Area – Rickstones Neighbourhood Centre, Dorothy Sayers Drive, Witham

Land at Rickstones Neighbourhood Centre, Dorothy Sayers Drive Witham is allocated as a Comprehensive Development Area for a mixed use where a combination of retail, car parking, pub, pavilion and residential will be allowed.

Development of the Comprehensive Development Area should be in accordance with the principles of the adopted Supplementary Planning Document.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	+	0	+	0	0	0	+	0	0	0	0	0	0	0
Medium Term	+	+	0	+	0	0	0	+	0	0	0	0	0	0	0
Long Term	+	+	0	+	0	0	0	+	0	0	0	0	0	0	0

## Significant Effects

There will be positive impacts on social cohesion and quality of life through the provision of a public house and pavilion as part of the Rickstones Neighbourhood Centre. This will also have positive impacts on accessibility through the delivery of a wide range of services, including parking, at the centre.

There will also be positive impacts on housing through the provision of residential uses. The comprehensive development of retail, parking, a public house, pavilion and residential uses will also see positive impacts on the vitality of the centre.

## Temporal Effects

There are no temporal effects resulting from this policy.

## Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

## Alternatives Considered

The following alternative was looked at:

- Alternative 1 - A less prescriptive policy.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	/	+	0	+	0	0	0	/	0	0	0	0	0	0	0

A less prescriptive policy for Rickstones Neighbourhood Centre may not see some of the identified facilities being provided as part of proposals. Where it can be expected that proposals would include some level of residential and retail development, there may not be the delivery of accessible community uses.

## Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Implemented and outstanding planning permissions for retail, office and commercial use
- Pedestrian footfall count

## Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.5.13 Policy ADM36 - Comprehensive Development Area - Land to the East of the High Street, Halstead

Land east of Halstead High Street, between The Centre and Factory Terrace, is allocated as a Comprehensive Development Area for mixed-use development, which could include retail, residential, B1 employment and community uses.

A development brief will be required for the whole site prior to redevelopment, which should address the following issues:-

- Appropriate provision for shoppers parking
- Satisfactory service access
- Provision of pedestrian access to the High Street and other adjoining streets

- Retention of protected trees
- Protection of the setting of listed buildings and enhancement of the conservation area
- Retention of at least one air raid shelter
- Views into the site, including those from across the valley

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	+	0	+	+	+	+	+	0	/	0	0	0	0	+
Medium Term	+	+	0	+	+	+	+	+	0	/	0	0	0	0	+
Long Term	+	+	0	+	+	+	+	+	0	/	0	0	0	0	+

### Significant Effects

There will be positive impacts on community cohesion with the inclusion of community uses on site. There will also be positive impacts on housing with the inclusion of residential uses.

Positive impacts will be realised for the vitality of Halstead as a result of comprehensive development incorporating mixed-use development of retail, residential, B1 employment and community uses. As a result there will also be positive impacts on economic growth.

There will be also positive impacts on biodiversity where the retention of protected trees will have to be addressed in development briefs; walking where the provision of pedestrian access will have also have to be; accessibility where the provision of pedestrian access and appropriate shoppers' parking will have to be addressed, and landscapes where the views into the site, including those from across the valley will have to be addressed in development briefs.

There will be uncertain impacts however on cultural heritage resulting from the policy. Where positive impacts exist through development briefs being required to address the protection of listed buildings and the enhancement of the conservation area, the retention of only one air raid shelter can be seen to not maintain these cultural assets in favour of development.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - A less prescriptive policy.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	/	+	0	+	+	0	/	/	0	/	0	0	0	0	/



A less prescriptive alternative will have positive impacts on potential delivery of mixed-use development for housing and the town centre, although potentially to the detriment of community uses, pedestrian facilities, some elements of conservation area enhancement and landscapes.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Amount of retail, leisure and office floorspace in town centres.
- Implemented and outstanding planning permissions for retail, office and commercial use
- Pedestrian footfall count

### Proposed Mitigation Measures / Recommendations

It is recommended that the air raid shelters are dealt with on an application-by-application basis, with no minimum level of protection and significance included in the policy.

#### 3.5.14 Policy ADM37 – Comprehensive Development Area - Land at Railway Garage, Kelvedon

Land at Railway Garage and adjoining the railway station at Kelvedon is allocated as a Comprehensive Development Area for mixed use, where a combination of employment, car parking and residential uses will be allowed. A development brief will be required for the whole site prior to any redevelopment. The development brief is to address the following issues:

- Retention of small scale employment uses;
- Location of residential development in relation to employment land and potentially contaminated land;
- Net gain in the provision of off- street parking for residents, employees and commuters;
- Access to the site;
- Improved vehicular and pedestrian access to Kelvedon Station, including possibility of a bus interchange.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	+	0	0	+	0	+	+	0	0	0	0	0	0	0
Medium Term	0	+	0	0	+	0	+	+	0	0	0	0	0	0	0
Long Term	0	+	0	0	+	0	+	+	0	0	0	0	0	0	0

### Significant Effects

There will be positive impacts on housing through residential uses being allowed on site as part of comprehensive development. There will also be positive impacts on economic growth through employment uses being allowed on site as part of comprehensive development.

Positive impacts will also be realised for sustainable transport and its uptake through development briefs being required to address a net gain in the provision of off-street parking for commuters and

improved vehicular and pedestrian access to Kelvedon Station, including the possibility of a bus interchange. This will also have positive impacts on accessibility.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - A less prescriptive policy.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	+	0	0	+	0	/	/	0	0	0	0	0	0	0

A less prescriptive policy alternative is likely to have positive impacts on housing and employment as part of mixed-use development, however possibly to the detriment of the sustainable transport and access provisions made within the policy.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Implemented and outstanding planning permissions for retail, office and commercial use
- Number of village shops closed down
- Pedestrian footfall count

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.6 Community Facilities

#### 3.6.1 Policy ADM38 – Education Provision

A two hectare site is allocated for education provision at the North West Braintree Growth Location, on land off Panfield Lane.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	0	0	0	+	0	0	0	0	0	0
Medium Term	0	0	0	0	0	0	0	0	+	0	0	0	0	0	0
Long Term	0	0	0	0	0	0	0	0	+	0	0	0	0	0	0

#### Significant Effects

There will be positive impacts on education and skills associated with the allocated site at the North West Braintree Growth location for education provision.

#### Temporal Effects

There are no temporal effects resulting from this policy.

#### Secondary, Cumulative and Synergistic Effects

There will be secondary positive impacts on sustainable transport associated with the allocated site at the North West Braintree Growth location for education provision, where it responds within walking and cycling distance to significant housing delivery in the Core Strategy.

There will be secondary positive impacts on accessibility associated with the allocated site at the North West Braintree Growth location for education provision, where it responds to significant housing delivery in the Core Strategy.

#### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - No policy and rely on the Core Strategy.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	+	0	0	0	0	0	0

Alternative 2 would refer to the Core Strategy – Table 2 Infrastructure Requirements which states that the Panfield Lane Growth Location requires the provision of land to enable education provision, to be delivered by Essex County Council and funded by developer contributions. The impacts of this would be the same as the preferred policy.

#### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Additional capacity of local schools

**Proposed Mitigation Measures / Recommendations**

No proposed mitigation measures / recommendations have been highlighted for this policy.

**3.6.2 Policy ADM39 – Educational Establishments**

The change of use, or re-development of educational establishments and their grounds, as identified on the Proposals Map will not be permitted unless;

A. It can be clearly demonstrated that the use of the site is genuinely redundant and no other alternative educational, or community use for educational purposes can be found; or

B. Satisfactory alternative and improved facilities will be provided;

C. The area of the site to be re-developed is genuinely in excess of Government guidelines for playing field provision, taking into account future educational projections.

In all cases account will be taken in determining an application for development of any existing deficiencies in public open space requirements in the area and the contribution the site could make to remedying that deficiency.

**Impact on SA/SEA Objectives**

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	0	+	0	0	0	0	0	++	0	0	0	0	0	0
Medium Term	+	0	+	0	0	0	0	0	++	0	0	0	0	0	0
Long Term	+	0	+	0	0	0	0	0	++	0	0	0	0	0	0

**Significant Effects**

There are small positive impacts on the delivery of community facilities and health related facilities where changes of use of educational establishments will be considered for community uses in the first instance and local deficiencies in public open space will be considered in determining applications.

There will also be significant positive impacts on education as a result of this policy. And changes of use of education establishments will have to meet the criteria of the site being declared redundant and where satisfactory alternative and improved facilities will be provided.

**Temporal Effects**

There are no temporal effects resulting from this policy.

**Secondary, Cumulative and Synergistic Effects**

There are no secondary, cumulative or synergistic effects resulting from this policy.

## Alternatives Considered

The following alternative was looked at:

- Alternative 1 - Combine this policy with ADM38 – Education Provision.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	+	0	+	0	0	0	0	0	++	0	0	0	0	0	0

Alternative 1 would have the same impacts as the preferred policy. Combining the two policies however may cause confusion as ADM38 details the provision of land for new educational provision to support the Panfield Land Growth Location, whereas ADM39 details the change of use or re-development of redundant current establishments.

## Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Additional capacity of local schools

## Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.6.3 Policy ADM40 – Cemetery Extensions

Provision is made for cemetery extensions at the following locations:-

Land off Church Lane, Bocking,

St Mary's Church, The Street, Gestingthorpe

North of the existing Cemetery, Cypress Road, Witham

## Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Medium Term	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Significant Effects

There will be positive impacts on community facilities as a result of the cemetery extensions to meet required a need in Bocking, Gestingthorpe and Witham.

## Temporal Effects

There are no temporal effects resulting from this policy.

## Secondary, Cumulative and Synergistic Effects

There may be secondary positive impacts on health where cemeteries can be considered public open space.

### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - No policy and rely on NPPF.
- Alternative 2 - To have a criteria based policy.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	/	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	/	0	0	0	0	0	0	0	0	0	0	0	0	0	0

There will be uncertain impacts on community facilities resulting from Alternative 1, where the NPPF only mentions cemeteries as a suitable use within a greenbelt.

There will be uncertain impacts also resulting from Alternative 2, where it is unlikely that suitable sites for cemetery expansion would need a robust set of criteria and presumably would not fit into a set of criteria that can be used across all cemeteries in the District.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Residents opinion on availability of open space

### Proposed Mitigation Measures / Recommendations

As a Development Management policy, it is recommended that the policy state their boundaries and safeguarding so as to reduce the likelihood of applications coming forward for the development of other uses.

#### 3.6.4 Policy ADM41 – Community Uses

The following sites for community use have been allocated on the Proposals Map and will be retained for this purpose. Development contributions will be sought towards the provision of the proposed community use, where appropriate.

- Neighbourhood Centre off Panfield Lane , North-West Braintree Growth Location ;
- Land off Butler Road, Halstead;
- Halstead (Halstead Leisure Centre and associated facilities);
- Land West of The Street, Great Yeldham;
- Henry Dixon Hall, Rivenhall End;
- Land off Swan Street at the former Premdor site, Sible Hedingham;
- Land at the former Chipping Hill School, Church Street, Witham;
- Neighbourhood Centre, at Maltings Lane Development Witham.

**Impact on SA/SEA Objectives**

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0
Medium Term	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0
Long Term	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0

**Significant Effects**

There will be positive impacts on community and health related facilities as a result of the allocation of community uses as listed and their retention over the plan period.

**Temporal Effects**

There are no temporal effects resulting from this policy.

**Secondary, Cumulative and Synergistic Effects**

There are no secondary, cumulative or synergistic effects resulting from this policy.

**Alternatives Considered**

The following alternatives were looked at:

- Alternative 1 - No policy.
- Alternative 2 - To have a criteria based policy (for new development).
- Alternative 3 - To combine this policy with 'Provision and Enhancement of Local Community Facilities'

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0

There will be no impacts on the sustainability objectives as a result of Alternative 1.

Alternative 2 will also have no impacts on the sustainability objectives. A criteria based policy would not be necessary where funded by developer contributions.

Alternative 3 would have the same impacts as the preferred policy. Despite this it could be considered confusing to merge the two policies where presumably ADM41 covers identified sites and facilities that will be funded through developer contributions, and ADM42 covers those facilities that come forward on an application basis.

**Impacts on Indicators**

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Public perceptions on leisure / community facilities
- Natural England Accessible Natural Greenspace Standards (ANGSt)

- Location and extent of recreational facilities to development site
- Location and extent of accessible greenspace to development site

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.6.5 Policy ADM42 – Provision and Enhancement of Local Community Facilities

Proposals to provide village halls and other community facilities for local needs in the countryside may be acceptable if the following criteria are satisfied.

- The site should have no overriding planning or infrastructure constraints;
- The proposed site is within, or in close proximity to a village and can be safely accessible by means other than private motor vehicle; and
- There should normally be Parish Council support for the local community facility.

Proposals to upgrade and enlarge existing community and village halls, or to create new ones will be supported subject to satisfactory siting, design, materials and landscaping.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	0	+	0	0	0	+	+	0	0	0	0	0	0	+
Medium Term	+	0	+	0	0	0	+	+	0	0	0	0	0	0	+
Long Term	+	0	+	0	0	0	+	+	0	0	0	0	0	0	+

### Significant Effects

There will be positive impacts on community and health related facilities where proposals to provide and enhance them are not constrained by restrictive criteria.

There will be also positive impacts on sustainable transport uptake where a criterion exists regarding the siting of proposed community facilities and their accessibility by means other than private motor vehicle, and accessibility through facilities being in close proximity to a village and their accessibility by means other than private motor vehicle.

Positive impacts will also be realised for landscape where proposals to upgrade and enlarge existing community facilities and village halls or to create new ones will be supported subject to satisfactory siting, design, materials and landscaping.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - To combine this policy with 'Community Uses'



	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	+	0	+	0	0	0	+	+	0	0	0	0	0	0	+

Alternative 1 would have the same impacts as the preferred policy. Despite this it could be considered confusing to merge the two policies where presumably ADM41 covers identified sites and facilities that will be funded through developer contributions, and ADM42 covers those facilities that come forward on an application basis.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Public perceptions on leisure / community facilities
- Natural England Accessible Natural Greenspace Standards (ANGSt)
- Location and extent of recreational facilities to development site
- Location and extent of accessible greenspace to development site

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.6.6 Policy ADM43 – Retention of Local Community Services and Facilities

The Council will seek to maintain all existing community facilities where they meet a locally identified need. Proposals for the change of use of community faculties to other uses will not be permitted unless;

- An independently verified and realistic marketing exercise has been carried out demonstrating beyond all reasonable doubt that the facility is unviable and cannot be made viable in future;
- All other reasonable options for retaining the facility have been considered.

If a proposal involves the redevelopment of an existing community facility which is still in use, a replacement facility of equal or better quality will be provided.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0
Medium Term	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0
Long Term	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0

### Significant Effects

There will be positive impacts on community cohesion and health through the retention of local community services and facilities where they meet a locally identified need. Proposals for changes of use will have to demonstrate non-viability now and in the future, Parish Council consent, and proposals that involve the redevelopment of an existing community facility which is still in use need to ensure that a replacement facility of equal or better quality will be provided.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - Free market approach – Facilities should be left to develop or be re-developed subject to market conditions.
- Alternative 2 - The retention of existing policies which do not relate to a facility which has already been provided.
- Alternative 3 - Reliance on National Policy to guide development regarding community facilities.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	/	0	/	0	0	0	0	0	0	0	0	0	0	0	0
2	/	0	/	0	0	0	0	0	0	0	0	0	0	0	0
3	/	0	/	0	0	0	0	0	0	0	0	0	0	0	0

Alternative 1 would have uncertain impacts on community facilities and health, where the market alone may not retain facilities and services in areas of identified need, and in line with validating those community requirements of any new housing development.

Alternative 2 will also have uncertain impacts on community facilities and health, where existing facilities and services are not identified as needing retaining.

Alternative 3 is likely to have uncertain impacts on community facilities and health, where the NPPF requires authorities to deal with the retention of community facilities in planning policies.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Public perceptions on leisure / community facilities
- Natural England Accessible Natural Greenspace Standards (ANGSt)
- Location and extent of recreational facilities to development site
- Location and extent of accessible greenspace to development site

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

#### 3.6.7 Policy ADM44 – Community Orchards and Community Woodlands

The following sites are identified for community orchards and community woodlands on the Proposals Map and will be protected for those purposes:

Community Orchard - Land of Conrad Road, Witham

## Community Woodland - Maldon Road, Witham

New development will be encouraged where appropriate to make provision for community orchards and community woodlands.

**Impact on SA/SEA Objectives**

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0
Medium Term	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0
Long Term	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0

**Significant Effects**

There will be positive impacts on community cohesion and health through the identification of community orchard and woodland in the District. In addition to this, new development will be encouraged where appropriate to make provision for community orchards and woodland.

**Temporal Effects**

There are no temporal effects resulting from this policy.

**Secondary, Cumulative and Synergistic Effects**

There may be secondary positive impacts on biodiversity through the identification of community orchard and woodland in the District. In addition to this, new development will be encouraged where appropriate to make provision for community orchards and woodland.

**Alternatives Considered**

The following alternative was looked at:

- Alternative 1 – A criteria based policy

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	/	0	/	0	0	0	0	0	0	0	0	0	0	0	0

A criteria based alternative policy would have uncertain impacts on community cohesion and health. The provision of community orchards and woodland are unlikely to come forward on an application basis for which criteria would apply.

**Impacts on Indicators**

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Public perceptions on leisure / community facilities
- Location and extent of recreational facilities to development site
- Location and extent of accessible greenspace to development site

**Proposed Mitigation Measures / Recommendations**

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.7 Transport

#### 3.7.1 Policy ADM45 – Sustainable Access for All

Sustainable modes of transport should be facilitated through new developments to promote accessibility and integration into the wider community and existing networks.

Priority should be given to cycle and pedestrian movements and access to public transport.

Therefore, development proposals should provide appropriate provision for :-

(i) Cyclists, through safe design and layout of routes integrated into the new development and the wider cycle network and provision of secure cycle parking and where appropriate changing facilities.

- Pedestrians (including disabled persons and those with impaired mobility), through safe, accessible, direct and convenient design and layout of routes within the new development and wider pedestrian network . Safeguarding existing Public Rights of Way and promoting enhancements to the network, where appropriate, to offer walking and cycling opportunities.

- Public transport, through measures that will improve and support public transport and provide new public transport routes.

- Community transport, through measures that will promote car pools, car sharing and voluntary community buses, community services and cycle schemes.

- Servicing and emergency vehicles.

- Facilities for charging plug- in and other ultra low emission vehicles.

Development will be required to be consistent with and contribute to the implementation of the 'Essex Transport Strategy' Local Transport Plan for Essex.

Some developers may be required to produce Travel Plans as considered appropriate by the Local Planning Authority. The Essex County Council Transportation Development Management Policies provides further detail on requirements relating to accessibility and access including Transport Assessment and Statement thresholds for each land use category.

Transport Assessments and Statements will be required in accordance with Essex County Council's Development Management Policies, February 2011 in order to assess the impact of development in terms of highway safety and capacity for both access to the proposed development and the wider highway network.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	0	0	0	0	0	++	++	0	0	+	0	0	+	0
Medium Term	+	0	0	0	0	0	++	++	0	0	+	0	0	+	0
Long Term	+	0	0	0	0	0	++	++	0	0	+	0	0	+	0

## Significant Effects

There will be positive impacts on safety and community cohesion by promoting integration into the wider community and through the safe design and layouts of cycle and pedestrian routes.

There will also be significant positive impacts on sustainable transport uptake as a result of priority being given to cycle and pedestrian movements and access to public transport. This is also the case for accessibility, where wider access policy is given further detail through the requirements of travel plans in certain instances and through the ECC Transportation development Management Policies.

Positive impacts will also be realised for climate change factors through priority being given to cycle and pedestrian movements and access to public transport, and also appropriate provision of facilities for charging plug-in and other ultra low emission vehicles in development proposals. This will also see positive impacts on air quality.

## Temporal Effects

There are no temporal effects resulting from this policy.

## Secondary, Cumulative and Synergistic Effects

There will be secondary positive impacts on health through pedestrian and cycle routes, where their uptakes become more viable through the successful implementation of the policy.

## Alternatives Considered

The following alternative was looked at:

- Alternative 1 - An alternative that defines the scale and type of 'development proposals' to which the policy applies.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	+	0	0	0	0	0	+	+	0	0	+	0	0	+	0

Alternative 1 will have similar impacts as the preferred policy, however with potentially weaker positive impacts surrounding sustainable transport and accessibility. By including the policy criteria of the preferred policy for all development, sustainable transport methods and accessibility will increase across the wider District, and not solely presumably large and more strategic developments.

## Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Access to services and businesses by public transport
- Indices of Multiple Deprivation
- Travel to work methods and flows
- Car ownership
- Network performance on roads
- Public transport punctuality and efficiency
- Indices of Multiple Deprivation – sub-domain scores
- Recorded traffic flows
- Car ownership

- Transport Assessments

### **Proposed Mitigation Measures / Recommendations**

No proposed mitigation measures / recommendations have been highlighted for this policy.

#### **3.7.2 Policy ADM46 – Cycle/Pedestrian Network**

Financial contributions from development proposals will be sought, where appropriate, towards the construction of the following cycleway routes which are designated on the Proposals Map and links to them:

Braintree

Blackwater Valley Route from Rivermead to Vernon Way

Convent Lane to River Blackwater

Edinburgh Garden to Blake Drive

Wentworth Crescent to Woolpack Lane

Julien Court Road to Coggeshall Road

Warner Drive to Tabor Field

St Peter's Walk to Panfield Lane

Woolpack Lane to Rana Drive

Coldnailhurst Avenue to Friars Lane/Rana Drive

Rayne Road to Guernsey Way

Rifle Hill to Skitts Hill

Rose Hill to St Johns Avenue

Leywood Close to Marks Farm Community Centre

Millennium Way Roundabout to Cressing along the B1018

Pods Brook Road to London Road

Charter Way to Mill Park Drive along Brain Valley

Warner Drive to Malyon Close

Witham

Cypress Road to Motts Lane

Motts Lane to Colchester Road

Conrad Road to Cressing Road

Spring Lodge to Flora Road

Rosebay Close to Flora Road

Howbridge Road to Dengie Close

Spa Road to Blunts Hall Road

Catholic Bridge to Chess Lane

Kings Chase to Witham Park/ Witham River Walk

Rickstones Playing Field - Dorothy Sayers Drive to Cypress Road

Chess Lane to Colchester Road

Maldon Road to Blackwater Lane / Whetmead Nature Reserve

Maldon Road via Constance Close to River Brain

Maltings Lane Development Cycleways

Halstead

Colne Valley Route from Bluebridge to Central Piling

Sible Hedingham

Premdor/Rockways to Station Road

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	+	0	0	0	++	++	0	0	0	0	0	0	0
Medium Term	0	0	+	0	0	0	++	++	0	0	0	0	0	0	0
Long Term	0	0	+	0	0	0	++	++	0	0	0	0	0	0	0

### Significant Effects

There will be positive impacts on health as a result of the identified cycle and pedestrian routes.

There will be significant positive impacts on sustainable transport uptake and accessibility as a result of the identified cycle and pedestrian routes.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

Impacts on sustainable transport uptake and accessibility will be strengthened in accumulation with Policy ADM45.

There will be small secondary positive impacts on air quality where walking and cycling uptake is increased as a result of the policy in conjunction with Policy AD45. This may reduce the use of private vehicle use for short journeys in the main towns.

## Alternatives Considered

The following alternative was looked at:

- Alternative 1 - To have no policy and rely on a CIL document.
- Alternative 2 - To have no policy and/or no mention of specific schemes.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternative 1 will have no impacts on relevant sustainability criteria where a CIL Infrastructure Plan is currently scheduled for consultation later in 2013.

Alternative 2 would have no impact on any of the sustainability objectives at this stage. In listing the identified schemes for the cycle/pedestrian network, the plan conforms to the requirement to do identify priority areas for infrastructure in the NPPF.

## Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Access to services and businesses by public transport
- Indices of Multiple Deprivation
- Travel to work methods and flows
- Car ownership
- Public transport punctuality and efficiency
- Indices of Multiple Deprivation – sub-domain scores
- Recorded traffic flows
- Car ownership

## Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.7.3 Policy ADM47 – Parking Provision

Development will be required to provide vehicular and cycle parking in accordance with the Council's adopted Vehicle Parking Standards. Existing car parks at the following locations are allocated on the Proposals Map for car parking and will be protected for that purpose:

Braintree Freeport Designer Outlet Village

Braintree Retail Park

Braintree Station Approach

Bures Railway Station

Hatfield Peverel Railway Station

Kelvedon Railway Station



Witham – Cut Throat Lane, Easton Road and White Horse Lane

Witham – site of Eckard House , Easton Road (adjacent to Witham Railway Station)

A site for a shoppers' car park is also proposed as part of the redevelopment of land east of the High Street, Halstead.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	+	0	0	+	+	0	0	0	0	0	0	0
Medium Term	0	0	0	+	0	0	+	+	0	0	0	0	0	0	0
Long Term	0	0	0	+	0	0	+	+	0	0	0	0	0	0	0

### Significant Effects

There will be a small positive impact on the vitality and viability of Halstead town centre in conjunction with the identified parking provision to support the redevelopment of land east of the High Street.

There will also be positive impacts on sustainable transport uptake where although the policy can be viewed as stimulating car use, the locations of the car parks identified are predominantly for those requiring adequate car and cycle parking links for railway stations.

Positive impacts will also be realised for inclusive accessibility through parking provision at the identified locations. The listed locations represent access to wider transport interchanges and public transport, as well as major destinations such as Braintree Freeport and Braintree Retail Park.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There will be secondary positive impacts on economic growth where parking provision is identified to stimulate inclusive access to Braintree Freeport, Braintree Retail Park and Halstead town centre.

### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - To have no policy; the VPS have been subject to SA/SEA.
- Alternative 2 - To have no protection of specific car parks and instead criteria for those that require protection.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	+	0	0	/	+	0	0	0	0	0	0	0

There will be no impacts on the sustainability objectives as a result of Alternative 1. Although the VPS has been subject to SA/SEA, there is a need to identify parking provision in the District specifically, and in many cases to stimulate wider sustainable travel options.

There would be similar positive impacts to the preferred policy as result of Alternative 2. A criteria based policy would however need to apply specifically to the identified areas in order to maximise sustainability in terms of public transport interchanges.

### **Impacts on Indicators**

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Access to services and businesses by public transport
- Indices of Multiple Deprivation
- Travel to work methods and flows
- Car ownership
- Public transport punctuality and efficiency
- Indices of Multiple Deprivation – sub-domain scores
- Recorded traffic flows
- Car ownership

### **Proposed Mitigation Measures / Recommendations**

No proposed mitigation measures / recommendations have been highlighted for this policy.

#### **3.7.4 Policy ADM48 - Transport Related Policy Areas**

The areas at Galleys Corner between Braintree and Tye Green and east of Panners Roundabout between Braintree and Great Notley are allocated as 'Transport Related Policy Areas' on the Proposals Map. These are gateways into Braintree and therefore the quality of design is important. The improvement of these areas by substantial planting and landscaping will be a requirement of any permission that is granted. Buildings will not be required to cover more than 20% of the site area.

Strict control will be exercised over development in these areas, which will be restricted to the following categories of uses:

1. Transport related development – overnight accommodation, petrol filling station, motorists café/restaurant

At Galleys Corner Roundabout

2. Existing garden centre and ancillary uses
3. Existing established haulage depots at Long Green

**Impact on SA/SEA Objectives**

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	0	0	0	0	0	0	0	0	0	+
Medium Term	0	0	0	0	0	0	0	0	0	0	0	0	0	0	+
Long Term	0	0	0	0	0	0	0	0	0	0	0	0	0	0	+

**Significant Effects**

There will be positive impacts on landscape through the requirement that the identified areas contribute to a gateway into the town and therefore adhere to quality of design and substantial planting and landscaping.

**Temporal Effects**

There are no temporal effects resulting from this policy.

**Secondary, Cumulative and Synergistic Effects**

There are no secondary, cumulative or synergistic effects resulting from this policy.

**Alternatives Considered**

The following alternative was looked at:

- Alternative 1 - No policy and rely on the NPPF / Use Classes Order (2012/2013)

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	/

The preferred policy specifies the quality that is required of the identified development, and as such the alternative may not deliver these benefits in terms of landscapes.

**Impacts on Indicators**

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Developments permitted contrary to Landscape Character Assessment 'sensitivities to change'.

**Proposed Mitigation Measures / Recommendations**

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.7.5 Policy ADM49 - New Road Scheme

The following road schemes are proposed in the District and are shown on the Proposals Map and will be safeguarded from development:

- A131 Halstead By Pass
- Second road access into Witham Station Car Park from Station Road
- A new road link to Cut Throat Lane/Albert Road Witham

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	0	+	+	0	0	0	0	0	0	/
Medium Term	0	0	0	0	0	0	+	+	0	0	0	0	0	0	/
Long Term	0	0	0	0	0	0	+	+	0	0	0	0	0	0	/

#### Significant Effects

There will be a small positive impact on sustainable transport uptake by increasing access to Witham Railway Station. This makes public transport options more viable.

There will also be positive impacts on accessibility through the identified new road schemes. The policy allows better access to Witham Railway Station, and for those travelling to the north of the District on the A131.

There will be uncertain impacts however on landscapes and townscapes as a result of the proposed A131 Halstead By Pass. The presence of a new stretch of A-road is likely to have negative impacts on landscape; however the alleviation of traffic through Halstead Town Centre is also likely to have positive impacts on townscape.

#### Temporal Effects

There are no temporal effects resulting from this policy.

#### Secondary, Cumulative and Synergistic Effects

There will be uncertain secondary impacts on the vitality and viability of Halstead town centre. Where passing trade currently exists due to a lack of a by-pass, this will be reduced in its delivery. Despite this, the attractiveness of the town centre as a destination will increase and there will be positive cumulative impacts in conjunction with ADM36 and AMD47.

There is likely to be positive secondary impacts on air quality resulting from the two proposed new road schemes, at both Witham Railway Station and Halstead Town Centre, where congestion is reduced.

## Alternatives Considered

The following alternative was looked at:

- Alternative 1 - No policy and await the Implementation Plan of the LTP.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	/	0	0	0	0	0	/	0

There will be uncertain impacts on accessibility and air quality as a result of the alternative. At present, only strategic issues have been covered in the Local Transport Plan 2011 and The Implementation Plan element is to follow shortly.

## Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Access to services and businesses by public transport
- Indices of Multiple Deprivation
- Travel to work methods and flows
- Car ownership
- Public transport punctuality and efficiency
- Indices of Multiple Deprivation – sub-domain scores
- Recorded traffic flows
- Car ownership
- Pedestrian footfall count

## Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.8 Environment

#### 3.8.1 Policy ADM50 – Landscape Character

The Council will maintain and seek to enhance the locally distinctive character of the District. Proposals for development should be informed by, and be sympathetic to, the distinctive character areas and sensitivities to change set out in the Landscape Character Assessment. Development will only be permitted where;

- The location, siting, layout, scale and design of development preserves and/or enhances what is special and locally distinctive about the landscape
- The distinctive landscape features and habitats of an area such as trees, hedgerows, woodlands, grasslands, ponds and rivers are maintained or enhanced
- It is designed to ensure that the condition and future retention of existing features in close proximity to the development, will not be prejudiced.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	+	0	0	0	+	0	0	0	0	++
Medium Term	0	0	0	0	0	+	0	0	0	+	0	0	0	0	++
Long Term	0	0	0	0	0	+	0	0	0	+	0	0	0	0	++

#### Significant Effects

There will be positive impacts on biodiversity where the policy actively seeks to maintain or enhance habitats such as trees, hedgerows, woodlands, grasslands, ponds and rivers.

There will also be positive impacts on cultural heritage and specifically on landscape where the policy actively seeks to maintain or enhance landscape character.

#### Temporal Effects

There are no temporal effects resulting from this policy.

#### Secondary, Cumulative and Synergistic Effects

There may be secondary positive impacts relating to cultural identity.

There may be secondary positive impacts relating to access to green infrastructure and health related benefits.

#### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - To rely on the policies set out in national guidance and in Core Strategy policies CS5 Countryside and CS8 Natural Environment and Biodiversity.
- Alternative 2 - To leave the detail of the consideration of the Landscape Character Areas to an SPD.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	/	0	0	0	/	0	0	0	0	/

Alternative 1 would rely on policies within the adopted Core Strategy, which was subject to SA/SEA. As such, alternative 1 will have no additional impacts beyond those identified in the SA/SEA of the adopted Core Strategy. The presence of a Development Management Policy strengthens the importance of landscape character on an application basis, as opposed to being just a strategic issue.

Alternative 2 is largely uncertain; however alternative 1 suggests that the Sustainability Objectives would be positively impacted through the implementation of the Core Strategy prior to adoption of any such SPD. Positive impacts are likely to increase over time with the implementation of the SPD.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Developments permitted contrary to Landscape Character Assessment 'sensitivities to change'.
- Number and extent of field boundaries affected.
- Development on PDL
- Number of permitted developments within Conservation Areas.

### Proposed Mitigation Measures / Recommendations

The policy could refer to the historic landscape character to more closely align with this Sustainability Objective.

#### 3.8.2 Policy ADM51 – Protection of Biodiversity and Geodiversity

Development proposals that would have a direct or indirect adverse effect on Local Nature Reserves, Local Wildlife Sites, Regionally Important Geological/Geomorphological sites or protected species will not be permitted unless it can be clearly demonstrated that;

- The benefits of the development clearly outweigh the impacts on the features of the site and the wider landscape
- Appropriate mitigation or compensatory measures are provided

Where there is a reason to suspect the presence of protected species, applications should be accompanied by a survey assessing their presence, and if present, the proposals must make provision for their needs through;

- Facilitating the survival of local populations of the species in accordance with the guidance set out by Natural England
- Avoiding disturbance or where this is not possible, minimising disturbance, of protected species
- Providing complementary habitats

**Impact on SA/SEA Objectives**

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	++	0	0	0	0	0	0	0	0	0
Medium Term	0	0	0	0	0	++	0	0	0	0	0	0	0	0	0
Long Term	0	0	0	0	0	++	0	0	0	0	0	0	0	0	0

**Significant Effects**

There will be significant positive impacts on biodiversity through the criteria outlined in this policy.

**Temporal Effects**

There are no temporal effects resulting from this policy.

**Secondary, Cumulative and Synergistic Effects**

There may be secondary impacts relating to access to green infrastructure and health related benefits.

**Alternatives Considered**

The following alternative was looked at:

- Alternative 1 - To rely on national guidance and protection in environmental law and policy CS8 Natural Environment and Biodiversity of the Core Strategy.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternative 1 would rely on policy CS8 within the adopted Core Strategy, which was subject to SA/SEA. As such, Alternative 1 will have no additional impacts beyond those identified in the SA/SEA of the adopted Core Strategy. The presence of a Development Management Policy strengthens the importance of biodiversity and geodiversity protection on an application basis, as opposed to being just a strategic issue.

**Impacts on Indicators**

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Achievement of Biodiversity Action Plan targets
- Ecological potential assessments
- Site visit surveys on typical abundance and frequency of habitats (DAFOR scale)

**Proposed Mitigation Measures / Recommendations**

No proposed mitigation measures / recommendations have been highlighted for this policy.



### 3.8.3 Policy ADM52 – Built Development in the Countryside

New buildings for agriculture, equestrian or other rural uses and related development should only be permitted where there are no existing buildings which, through re-use or conversion, may be capable of meeting the identified need demonstrated to the satisfaction of the Council.

New buildings, where they are necessary, should be well related to existing buildings and of a scale commensurate to the identified need. In all cases development will only be permitted where;

- It will not have a detrimental impact on the landscape character, nature conservation interests or any adjacent residential area;
- It is satisfactory in terms of scale and level of activity with its location and any neighbouring residential amenity;
- The vehicle movements generated by a new building should be able to be safely accommodated on the existing road network without detriment to the character of the local area;
- The design should be sympathetic to its position in terms of scale, materials, colour and architectural detail with appropriate landscaping

Proposals for intensive livestock breeding which may generate unacceptable noise, smells or other kinds of pollution will not be considered within 250m of residential dwellings.

Applications for equestrian facilities must also show that there is adequate off road riding facilities located on site or bridleways and byways in the vicinity which are designed to accommodate horse riders and can be accessed without the use of heavily trafficked roads

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	/	/	0	0	+	+	-	+	0	0	0	0	0	0	+
Medium Term	/	/	0	0	+	+	-	+	0	0	0	0	0	0	+
Long Term	/	/	0	0	+	+	-	+	0	0	0	0	0	0	+

#### Significant Effects

There will be uncertain impacts on community facilities where much relies on the intended use of the built development and the proximity where residential to community facilities.

There will also be uncertain impacts on housing where much relies on the intended use of the built development and where residential, the affordability and tenure of any new housing.

There will be a positive impact however on economic growth through the criteria relating to rural diversification in the policy.

There will also be positive impacts on biodiversity where the policy seeks to ensure that any new development does not have a detrimental impact on nature conservation interests.

Positive impacts will also be realised for accessibility where the policy seeks to ensure that increased vehicle movements generated on site can be accommodated; and landscapes where the policy seeks to ensure any new development does not have a detrimental impact on the landscape character.

There will negative impacts however on sustainable transport where the policy does not seek to ensure development is accessible via sustainable transport modes.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There would be positive cumulative impacts on housing criteria through the implementation of this policy alongside Policy ADM4.

The cumulative impact of this Policy applied alongside Policy ADM19 and ADM45 would have positive impacts on sustainable transport criteria.

### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - To exclude this policy and rely upon Core Strategy Policy CS5 and national guidance in the NPPF.
- Alternative 2 - Include the wording: 'Proposals for intensive livestock breeding and farming which may generate noise, smells or other kinds of pollution will not be considered within 250m of a in close proximity to residential dwellings. Where a proposed agricultural development requires approval by a third party, prior to commencing its stated use, the approval should be obtained based on the proposed application site, prior to the determination of the application. If full approval is not possible at this stage, sufficient information should be provided from the third party, to satisfy the LPA that its proposed use will not require later material alterations to the site.'

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	/	/	0	0	+	+	-	+	0	0	0	0	0	0	+

Alternative 1 would rely on Policy CS5 within the adopted Core Strategy, which was subject to SA/SEA. As such, Alternative 1 will have no additional impacts beyond those identified in the SA/SEA of the adopted Core Strategy. The presence of a Development Management Policy strengthens the importance of built development in the Countryside on an application basis, as opposed to being just a strategic issue.

Alternative 2 will see no change in impacts from the preferred policy with the inclusion of the additional policy wording.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Developments permitted contrary to Landscape Character Assessment 'sensitivities to change'.
- Number and extent of field boundaries affected.
- Development on PDL

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.8.4 Policy ADM53 – Farm Diversification

Farm diversification schemes will be permitted, providing they meet the following criteria;

- The proposal is a subsidiary component of the farm enterprise and contributes to the continuing viability of the farm as a whole, retaining existing or providing new employment opportunities and services for the local community without the loss of the best and most versatile agricultural land;
- The scale and nature of the proposal must be appropriate to its rural location and there would be no detrimental effect on the amenity of nearby residents or the surrounding landscape character;
- Existing buildings are re-used wherever possible. New buildings where they are necessary should be appropriate in scale, form, impact, character and siting to their rural location and should be located within or adjoining an existing group of buildings;
- It does not generate traffic of a type or amount inappropriate for the surrounding rural road network;
- The proposal will not be likely to require new dwellings within the rural area to support the enterprise either at the time of first submission or at any future date.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	+	+	-	+	0	0	0	0	0	0	+
Medium Term	0	0	0	0	+	+	-	+	0	0	0	0	0	0	+
Long Term	0	0	0	0	+	+	-	+	0	0	0	0	0	0	+

#### Significant Effects

There will be positive impact on economic growth through those criteria relating to rural diversification in the policy.

There will also be positive impacts on biodiversity where the policy seeks to ensure any new development does not have a detrimental impact on nature conservation interests; landscapes where the policy seeks to ensure any new development does not have a detrimental impact on the landscape character; and accessibility where the policy seeks to ensure that increased vehicle movements generated on site can be accommodated.

There will be negative impacts however on sustainable transport where the policy does not seek to ensure development is accessible via sustainable transport modes.

#### Temporal Effects

There are no temporal effects resulting from this policy.

#### Secondary, Cumulative and Synergistic Effects

The cumulative impact of this Policy applied alongside Policy ADM19 and ADM45 would be positive in regards to sustainable transport criteria.

#### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - To not have a policy on farm diversification.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	/	0	0	0	0	0	0	0	0	0	0

Without Policy ADM53 the NPPF and Core Strategy Policy CS5 would provide the only policy guidance on the issue of farm diversification. As such, impacts on economic growth in rural areas / the countryside will be uncertain.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Developments permitted contrary to Landscape Character Assessment 'sensitivities to change'.
- Number and extent of field boundaries affected.
- Development on PDL
- Proportion of business in rural locations

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.8.5 Policy ADM54 – Protected Lanes

The District Council will seek to conserve the traditional landscape and nature conservation character of roads designated on the Proposals Map as Protected Lanes, including their associated verges, banks and ditches. Any proposals that would adversely affect the physical appearance of these protected lanes, or give rise to a material increase in the amount of traffic using them will not be permitted.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	+	0	0	0	+	0	0	0	0	+
Medium Term	0	0	0	0	0	+	0	0	0	+	0	0	0	0	+
Long Term	0	0	0	0	0	+	0	0	0	+	0	0	0	0	+

### Significant Effects

There will be positive impacts on biodiversity where the policy conserves protected lanes and thus the biological assets within them. There will also be positive impacts on cultural heritage through the conservation and maintenance of protected lanes; and landscapes through the conservation and maintenance of protected lanes and their contribution to landscape value.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

## Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - More descriptive criteria to define adverse impacts on physical appearance.
- Alternative 2 - No policy.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	+	0	0	0	+	0	0	0	0	+
2	0	0	0	0	0	/	0	0	0	/	0	0	0	0	/

Alternative 1 would have no further positive or negative impacts on the Sustainability Objectives as that of the preferred policy, through more descriptive criteria to define adverse impacts on physical appearance.

There would be uncertain impacts on biodiversity, cultural heritage and landscapes should there be no specific policy on protected lanes. The issue is not adequately covered under strategic policy in the adopted Core Strategy, or in the NPPF relevant to Braintree District's requirements.

## Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Achievement of Biodiversity Action Plan targets
- Ecological potential assessments
- Site visit surveys on typical abundance and frequency of habitats (DAFOR scale)

## Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.8.6 Policy ADM55 – Energy Efficiency

All proposals for residential development will be required to comply with the minimum level Code 3 for Sustainable Homes (or equivalent replacement standard), until CO2 reduction targets are met or exceeded by National Building Regulations Standards, at which point revised Code for Sustainable Homes levels (or equivalent replacement standard) will apply.

All other proposals for development over 500sqm will be required to comply with the minimum level 'very good' for BREEAM standards (Building Research Establishment Environmental Assessment Method).

New development proposals must demonstrate the use of energy conservation and efficiency measures, unless it can be demonstrated that such provision is not technically or economically viable. Such measures include, but are not limited to: adequate provision for recycling of waste within developments, sustainable construction materials and methods, site layout and building orientation, natural light and ventilation, air tightness, reducing water consumption and increasing water recycling in order to contribute to the reduction in their total energy consumption. Tree planting will also be encouraged to improve air quality, absorb carbon and to provide shading.

Opportunities for decentralised energy networks will be encouraged and promoted where possible to reduce carbon emissions.

**Impact on SA/SEA Objectives**

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	0	0	0	0	0	++	+	0	0	0
Medium Term	0	0	0	0	0	0	0	0	0	0	++	+	0	0	0
Long Term	0	0	0	0	0	0	0	0	0	0	++	+	0	0	0

**Significant Effects**

There will be significant positive impacts on climate change criteria through an adherence to energy efficiency standards.

There will also be a positive impact on water consumption relating to a requirement for its reduction.

**Temporal Effects**

There are no temporal effects resulting from this policy.

**Secondary, Cumulative and Synergistic Effects**

There is potential for secondary impacts relating to the application of the policy across tenures positively impacting upon fuel poverty.

There will be a secondary positive impact where the use of trees to improve air quality is included and noted within the text of the policy.

**Alternatives Considered**

The following alternative was looked at:

- Alternative 1 - To adopt more aspirational Sustainable Homes and BREEAM standards.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	0	+	+	0	0	0

Alternative 1 has not been appraised as any more or less sustainable as the policy as written. It is worth noting that any more stringent application of standards may face challenges in terms of viability.

**Impacts on Indicators**

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Carbon Dioxide emissions
- Energy consumption GWh/households
- Percentage of energy supplied from renewable sources.
- Code for Sustainable Homes certificates

**Proposed Mitigation Measures / Recommendations**

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.8.7 Policy ADM56 – Renewable Energy

Proposals for renewable energy schemes and the integration of renewable energy generation into new developments will be supported by the Planning Authority providing there is no demonstrable harm caused to landscape character, nature conservation, or historic features within or immediately adjacent to the site. Renewable energy schemes will also need to demonstrate that they will not result in unacceptable impacts in terms of noise, shadow flicker, reflection, water course engineering and hydrological impacts; pollution; and will not result in an unacceptable cumulative impact on the above factors.

A condition will be attached to planning consents for energy development schemes to ensure the site is restored when energy generation use ceases or becomes non functioning for a period of 6 months.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	+	0	0	0	+	+	+	+	0	+
Medium Term	0	0	0	0	0	+	0	0	0	+	+	+	+	0	+
Long Term	0	0	0	0	0	+	0	0	0	+	+	+	+	0	+

#### Significant Effects

There are likely to be positive impacts on biodiversity where proposals will only be supported where there is no demonstrable harm to nature conservation; cultural heritage where proposals will only be supported where there is no demonstrable harm to historic features; water related criteria where schemes will need to demonstrate that they will not result in unacceptable impacts in terms of water course engineering and hydrological impacts; reducing the risk of flooding where schemes will need to demonstrate that they will not result in unacceptable impacts in terms of water course engineering and hydrological impacts; and landscapes where proposals will only be supported where there is no demonstrable harm to landscape character.

There will be positive impacts on climate change with regard to renewable energy. Impacts are limited however due to the restrictions in policy that may affect deliverability.

#### Temporal Effects

There are no temporal effects resulting from this policy.

#### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

## Alternatives Considered

The following alternative was looked at:

- Alternative 1 – A less prescriptive policy.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	/	0	0	0	/	++	/	/	0	/

A less prescriptive policy is likely to support more types of renewable energy schemes, however the impact this would have on biodiversity, cultural heritage, water quality, flood risk and landscapes would be uncertain dependant on which elements were removed or altered to enable the policy to be less prescriptive.

## Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Carbon Dioxide emissions
- Percentage of energy supplied from renewable sources.

## Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.8.8 Policy ADM57 – Contaminated Land

An applicant proposing development on, or near a site, where contamination may potentially exist, should carry out a thorough investigation, so as to establish the nature and extent of the contamination.

Results should be submitted to the District Council as part of the planning application. Development will not be permitted unless practicable and effective measures are taken to treat, contain or control any contamination so as not to:

- Expose the occupiers of the development and neighbouring land uses, including in the case of housing, the users of gardens, to unacceptable risk;
- Threaten the structural integrity of any building built, or to be built on or adjoining the site;
- Lead to contamination of any watercourse, water body or aquifer;
- Cause the contamination of adjoining land, or allow such contamination to continue;
- Have an adverse effect upon natural habitats and ecosystems.

Where possible contamination should be treated on site.

Any permission for development will require that the remedial measures agreed with the authority must be completed as the first stage of the development.



**Impact on SA/SEA Objectives**

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	0	0	0	0	+	0	0	0	0	0	+	0	0	0
Medium Term	+	0	0	0	0	+	0	0	0	0	0	+	0	0	0
Long Term	+	0	0	0	0	+	0	0	0	0	0	+	0	0	0

**Significant Effects**

Implementation of this policy is likely to result in positive impacts in terms of safety within new developments.

There will also be a positive impact on natural habitats and ecosystems, and on reducing water contamination of any watercourse, water body or aquifer as a result of the implementation of Policy ADM57.

**Temporal Effects**

There are no temporal effects resulting from this policy.

**Secondary, Cumulative and Synergistic Effects**

There may be secondary positive impacts on health through a reduction in currently contaminated land.

**Alternatives Considered**

The following alternative was looked at:

- Alternative 1 - No policy and rely on the NPPF.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	+	0	0	0	0	+	0	0	0	0	0	+	0	0	0

There will be similar impacts as the preferred policy resulting from Alternative 1, in so far remediation and treatment is concerned. The preferred policy however, details specific actions for developers, which are likely to speed up the planning process.

**Impacts on Indicators**

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Percentage of water bodies at good ecological status or potential
- Percentage of water bodies assessed at good or high biological status
- Percentage of water bodies assessed at good chemical status
- Site visit surveys on typical abundance and frequency of habitats (DAFOR scale)

**Proposed Mitigation Measures / Recommendations**

No proposed mitigation measures / recommendations have been highlighted for this policy.

**3.8.9 Policy ADM58 – Development Likely to Give Rise to Pollution, or the Risk of Pollution**

Planning permission will only be granted for development including changes of use which will, or could potentially, give rise to polluting emissions to land, air and water, or harm to nearby residents including noise, smells, fumes, vibration or other similar consequences, when:

- adequate preventative measures have been taken to ensure that any discharges or emissions, including those which require the consent of statutory agencies, will not cause harm to land use, including the effects on health and the natural environment; and
- adequate preventative measures have been taken to ensure that there is not an unacceptable risk of uncontrolled discharges or emissions occurring, which could cause harm to land use, including the effects on health and the natural environment.

**Impact on SA/SEA Objectives**

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	0	+	0	0	+	0	0	0	0	0	+	0	+	0
Medium Term	+	0	+	0	0	+	0	0	0	0	0	+	0	+	0
Long Term	+	0	+	0	0	+	0	0	0	0	0	+	0	+	0

**Significant Effects**

Implementation of this policy is likely to result in positive impacts in terms of safety within new developments.

There will also be a positive impact on health where permission will only be granted to applications that include adequate preventative measures to ensure that there is no, nor an unacceptable risk of, uncontrolled discharges or emissions occurring, which could cause harm to land use, including the effects on health and the natural environment. This is also the case for the natural environment and biodiversity objective.

There will be a positive impact on water related criteria where planning permission will only be granted for development including changes of use, which will, or could potentially, give rise to polluting emissions to water; and air quality where planning permission will only be granted for development including changes of use, which will, or could potentially, give rise to polluting emissions to air.

**Temporal Effects**

There are no temporal effects resulting from this policy.

**Secondary, Cumulative and Synergistic Effects**

There are no secondary, cumulative or synergistic effects resulting from this policy.

**Alternatives Considered**

The following alternatives were looked at:

- Alternative 1 - An alternative that is more prescriptive on mitigation criteria.
- Alternative 2 - An alternative that specifies criteria to ensure that development is appropriate for its location.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	+	0	+	0	0	+	0	0	0	0	0	+	0	+	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternative 1, in including more prescriptive mitigation criteria, is unlikely to have any differences in impacts as the preferred policy. There are many different types and levels of pollution that can arise from development proposals, and a policy that is prescriptive on mitigation criteria is likely to be extensive, or possibly set precedence for negative impacts through any absences.

Alternative 2 will have no direct impact on any of the sustainability objectives. Other policies in the plan are more closely concerned with locational criteria for development of different types and in different settlements (within the Settlement Hierarchy of the adopted Core Strategy). Additionally, pollution is more closely aligned to development types and scales, and it is accepted that pollution will occur regardless of the proximity to sensitive receptors. The preferred policy seeks to mitigate pollution from the wider natural environment as well as human health.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Percentage of water bodies at good ecological status or potential
- Percentage of water bodies assessed at good or high biological status
- Percentage of water bodies assessed at good chemical status
- Site visit surveys on typical abundance and frequency of habitats (DAFOR scale)
- Indices of Multiple Deprivation – Health and Disability sub-domain scores

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

#### 3.8.10 Policy ADM59 – External Lighting

Proposals for external lighting which require planning permission will only be permitted if:

- The lighting is designed as an integral element of the development;
- Low energy lighting is used in conjunction with features such as movement sensors, daylight sensors and time controls;
- The alignment of lamps and provision of shielding minimises spillage, glare and glow, including into the night sky;
- The lighting intensity is no greater than necessary to provide adequate illumination; and
- There is no significant loss of privacy or amenity to nearby residential properties and no danger to pedestrians and road users;
- There is no unacceptable harm to natural ecosystems;
- Consideration is given to time management and limiting the hours of use for external lighting of all development.

**Impact on SA/SEA Objectives**

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	0	0	0	0	+	0	0	0	0	0	0	0	0	0
Medium Term	+	0	0	0	0	+	0	0	0	0	0	0	0	0	0
Long Term	+	0	0	0	0	+	0	0	0	0	0	0	0	0	0

**Significant Effects**

There will be a positive impact on safety through both the use of lighting, and implementation of the 5<sup>th</sup> criterion which seeks to ensure no danger to pedestrians and road users.

There will also be positive impacts on biodiversity with regard to the 6<sup>th</sup> criterion of Policy ADM59 ensuring that there is no unacceptable harm to natural ecosystems.

**Temporal Effects**

There are no temporal effects resulting from this policy.

**Secondary, Cumulative and Synergistic Effects**

There are no secondary, cumulative or synergistic effects resulting from this policy.

**Alternatives Considered**

The following alternatives were looked at:

- Alternative 1 - A less prescriptive policy.
- Alternative 2 - No policy.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	/	0	0	0	0	/	0	0	0	0	0	0	0	0	0
2	-	0	0	0	0	-	0	0	0	0	0	0	0	0	0

There will be uncertain impacts resulting from Alternative 1 from a less prescriptive policy, where it is possible that associated negative impacts might not be accounted for.

There will be negative impacts associated with Alternative 2 where no policy in place can be seen to not account for potential negative impacts at all.

**Impacts on Indicators**

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Site visit surveys on typical abundance and frequency of habitats (DAFOR scale)
- Indices of Multiple Deprivation – Health and Disability sub-domain scores

**Proposed Mitigation Measures / Recommendations**

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.9 Design, Conservation and Listed Buildings

#### 3.9.1 Policy ADM60 - Layout and Design of Development

The Council will seek a high standard of layout and design in all developments, large and small, in the District. Planning permission will only be granted where the following requirements are met:

- The scale, layout, density, height and massing of buildings and overall elevational design should reflect or enhance local distinctiveness and shall be in harmony with the character and appearance of the surrounding area; including their form, scale and impact on the skyline in the locality;
- Buildings, open areas, circulation spaces, and other townscape and landscape areas shall be of a high standard of design and materials;
- There shall be no undue or unacceptable impact on the amenity of any nearby residential properties;
- Designs shall recognise and reflect local distinctiveness, and be sensitive to the need to conserve local features of architectural, historic and landscape importance, particularly within Conservation Areas and in proximity to parks and gardens of historic interest, ancient monuments and sites of archaeological importance;
- Both the overall planning and detailed design shall incorporate measures to ensure the maximum practical environmental sustainability throughout the construction, occupation and demolition of the development, in relation to energy conservation, water efficiency, waste separation and the use of materials with low overall energy requirements.
- Designs and layouts shall promote a safe and secure environment, crime reduction and prevention and shall encourage the related objective of enhancing personal safety; with the maximum amount of natural surveillance of roads, paths and all other open areas and all open spaces incorporated into schemes;
- Landscape design shall promote and enhance local biodiversity;
- The design and level of any lighting proposals will need to be in context with the local area, comply with the NPPF and avoid or minimise glare, spill and light pollution.
- Use of the most sustainable modes of transport is promoted in the design and layout of new development, the highway impact is assessed and the resultant traffic generation and its management shall seek to address safety concerns and avoid significant increases in traffic movement, particularly in residential areas;
- Proposals for the long term maintenance of public areas, landscaping and highways are included.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	0	0	0	0	+	+	+	0	+	+	+	0	0	+
Medium Term	+	0	0	0	0	+	+	+	0	+	+	+	0	0	+
Long Term	+	0	0	0	0	+	+	+	0	+	+	+	0	0	+

**Significant Effects**

There will be a positive impact on safety through the criterion that includes design and layout to promote a safe and secure environment. Criteria in the policy also respond directly to, and have positive impacts on biodiversity, sustainable transport, accessibility, cultural heritage, climate change factors, water, and landscapes.

**Temporal Effects**

There are no temporal effects resulting from this policy.

**Secondary, Cumulative and Synergistic Effects**

There are no secondary, cumulative or synergistic effects resulting from this policy.

**Alternatives Considered**

The following alternative was looked at:

- Alternative 1 - Adopt and rely on the Essex Design Guide/Urban Place Supplement to cover the policy content.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	+	0	0	0	0	+	+	+	0	+	+	+	0	0	+

There will be similar impacts resulting from reliance on the Essex Design Guide / Urban Place Supplement as stipulated in Alternative 1. Despite this, the policy connects design and layout with other wider planning related requirements and opportunities relevant to the District, maintenance requirements, and sets out criteria for developers. The policy also acts to cumulatively strengthen other policies in the plan.

**Impacts on Indicators**

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Street level crime statistics
- Pedestrian footfall count
- Indices of Multiple Deprivation
- Travel to work methods and flows

**Proposed Mitigation Measures / Recommendations**

There is a possible inconsistency with this policy and the content of ADM19 in regards to sewerage and sewer connection. Sewer connection is not just an issue relevant to employment development/areas and as such it could be considered for inclusion as a policy criterion.

### 3.9.2 Policy ADM61 – Outdoor Advertisements

Proposals for outdoor advertisements which would be significantly detrimental to the visual amenity of the area, or to public and highway safety, will be refused.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Medium Term	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#### Significant Effects

There will be positive impacts on safety where this policy states that proposals for outdoor advertisements which would be significantly detrimental to the visual amenity of the area, or to public and highway safety, will be refused.

#### Temporal Effects

There are no temporal effects resulting from this policy.

#### Secondary, Cumulative and Synergistic Effects

There will be a positive secondary impact where it is acknowledged that implementation of this policy is likely to lead to an improved townscape.

#### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - No policy and rely on the Control of Advertisement Regulations

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0

The Regulations enable local planning authorities to control advertisements where it is justified in the interests of “amenity” and “public safety”.

#### Impacts on Indicators

The implementation of this policy is unlikely to impact on any of the sustainability indicators.

#### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.9.3 Policy ADM62 – Shop Fronts

Where applications are submitted for new shop fronts, the local planning authority will use the following guidelines:

- Display windows should be sub-divided into areas which create proportional harmony and relate to the character and features of the building;
- Traditional materials should be used wherever possible;
- Inappropriate division of the buildings behind their facades will not be permitted;
- Stall risers should always be provided: They should be between 450mm and 700mm high and have a moulded projecting cill, to provide a strong junction with the glass.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
Medium Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
Long Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+

#### Significant Effects

There will be positive impacts on cultural heritage and townscape where the policy encourages high quality design principles.

#### Temporal Effects

There are no temporal effects resulting from this policy.

#### Secondary, Cumulative and Synergistic Effects

There will be secondary positive impacts on service centre vitality and viability and associated economic growth through more attractive shop fronts and street scenes, and in response higher footfalls.

#### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - No policy and rely on the NPPF.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+

Alternative 1 would rely on paragraph 137 of NPPF which states that 'Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably'. The alternative would therefore



have similar positive impacts as the preferred policy, however it is acknowledged that there is a requirement for the policy.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Pedestrian footfalls

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

#### 3.9.4 Policy ADM63 – Preservation and Enhancement of Conservation Areas and Demolition within Conservation Areas

The Council will preserve and encourage the enhancement of the character and appearance of designated Conservation Areas and their settings. These include the buildings, open spaces and areas, landscape and historic features and views into and within the constituent parts of designated areas. Built or other development, within, or adjacent to a Conservation Area and affecting its setting will only be permitted provided that:

- The proposal does not detract from the character, appearance and essential features of the Conservation Area;
- Any new development is situated in harmony with the existing street scene and building line, and is sympathetic in size, scale and proportions with its surroundings;
- Architectural details on buildings of value are retained;
- Building materials are authentic and complementary to the building's character.

Demolition of an unlisted building or structure will only be granted in the most exceptional circumstances, where the following criteria are fully satisfied:

- Its removal would not have a negative impact on the street-scene.
- The structure does not have any special character.
- Its removal would be beneficial to the local environment or infrastructure.
- Demolition works are made conditional upon planning permission being granted, and a contract agreed, for redevelopment
- Proposals for the sites re-development are included as part of the demolition proposal, which would preserve or enhance the character and appearance of the area.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
Medium Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
Long Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+

### Significant Effects

There will be positive impacts on cultural heritage where the policy seeks to preserve and enhance conservation areas. This is also the case for impacts on townscapes where the policy seeks to preserve and enhance conservation areas within them.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - No policy and rely on the NPPF.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+

Alternative 1 would rely on paragraph 137 of NPPF which states that 'Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably'. The alternative would therefore have similar positive impacts as the preferred policy, however it is acknowledged that there is a requirement for the policy.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Number and spatial extent of listed buildings
- Percentage of conservation area demolished or otherwise lost.
- Numbers of buildings being removed from the buildings at risk register
- Amount of damage to listed buildings
- Number of permitted developments within Conservation Areas.

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

#### 3.9.5 Policy ADM64 - Fascias and Signs in Conservation Areas

The Council will apply the following policies for the control of fascias and signs in Conservation Areas:

- Large, or unduly deep, fascias will be discouraged, as they tend to assume bold proportions, which detract from the vertical emphasis of historic and other buildings, particularly if applied across more than one frontage without an interval.
- Lettering and symbols should be in scale with both the building and any board, or structure, on which they are located. They should avoid enlarged type faces and cramped spacing. Individual

cast metal, or cut out, serif letters are considered appropriate, since they should not detract from the major focal interest of the facade and they have the added advantage of strong definition.

- Dominant, or overpowering, signs and those which appear unnecessary and repetitive will be resisted. In particular, many national identity signs are disruptive to domestic scale and inappropriate for conservation areas. Hanging signs may be acceptable, where fascia signs are inappropriate.
- Any undue proliferation of advertisement displays will be opposed and signs above ground floor level will normally be refused.
- All advertisements should be designed as an integral part of the host building, of a size and design, which is in harmony with the character of the Conservation Area

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
Medium Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
Long Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+

### Significant Effects

There will be positive impacts on cultural heritage where the policy seeks to preserve and enhance conservation areas. This is also the case for impacts on townscapes where the policy seeks to preserve and enhance conservation areas within them.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - No policy and rely on the NPPF.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+

Alternative 1 would rely on paragraph 137 of NPPF which states that 'Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably'. The alternative would therefore have similar positive impacts as the preferred policy, however it is acknowledged that there is a requirement for the policy.

## Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Amount of damage to listed buildings
- Number of permitted developments within Conservation Areas.

## Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.9.6 Policy ADM65 - Illuminated Signs in Conservation Areas

The Council will apply the following criteria for the control of illuminated fascia and projecting signs in Conservation Areas:

- Well designed and proportioned fascia signs will be considered favourably, depending upon the building and the setting, provided that the lettering only is illuminated.
- Wholly illuminated fascia signs, which are badly designed, using high glossed materials and large lettering, out of keeping with the character of the area, or the building on which they are to be displayed, will not be permitted.
- Well- designed hanging signs using traditional materials and lettering will be considered on their merits, in relation to the buildings and the setting. Any illumination necessary shall take the form of discreet external lighting.
- Projecting and hanging signs should be non-illuminated and at, or just below, fascia level. •Where illumination is proposed for shop fronts it should always be provided externally

## Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
Medium Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
Long Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+

## Significant Effects

There will be positive impacts on cultural heritage where the policy seeks to preserve and enhance conservation areas. This is also the case for impacts on townscapes where the policy seeks to preserve and enhance conservation areas within them.

## Temporal Effects

There are no temporal effects resulting from this policy.

## Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

## Alternatives Considered

The following alternative was looked at:

- Alternative 1 - No policy and rely on the NPPF.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+

Alternative 1 would rely on paragraph 137 of NPPF which states that 'Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably'. The alternative would therefore have similar positive impacts as the preferred policy, however it is acknowledged that there is a requirement for the policy.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Amount of damage to listed buildings
- Number of permitted developments within Conservation Areas.

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

#### 3.9.7 Policy ADM66 – Alterations and Extensions and Changes of Use to Listed Buildings or Structures and their Settings

Development involving internal or external alterations, or extensions, to a listed building, or listed structure (including any structures defined as having equivalent status, due to being situated within the curtilage of a listed building) and changes of use will only be permitted when:

- The works or uses do not harm the setting, character, structural stability and fabric of the building or structure
- The works or uses do not result in the loss of, or significant damage to, the building or structure's historic and architectural elements of special importance
- The works or uses include the use of appropriate materials and finishes

The Council will seek to preserve and enhance the settings of heritage assets, by appropriate control over the development, design and use of adjoining land.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
Medium Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
Long Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+

### Significant Effects

There will be positive impacts on cultural heritage where the policy seeks to preserve and enhance Listed Buildings, structures and their settings. This is also the case for impacts on townscapes where the policy seeks to preserve and enhance Listed Buildings, structures and their settings within them.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - No policy and rely on the NPPF.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	/	0	0	0	0	/

Alternative 1 would have uncertain impacts on cultural heritage and townscape where the NPPF states that great weight should be given to assets' conservation and substantial harm to or loss of designated heritage assets of the highest significance, including grade I and II\* listed buildings, should be wholly exceptional. The policy goes further to include criteria for alterations, extensions and changes of use to Listed Buildings themselves.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Number and spatial extent of listed buildings
- Percentage of conservation area demolished or otherwise lost.
- Numbers of buildings being removed from the buildings at risk register
- Amount of damage to listed buildings
- Number of permitted developments within Conservation Areas.

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.9.8 Policy ADM67 – Demolition of Listed Buildings or Structures

Consent for the partial or total demolition of a listed building or structure will only be granted in the most exceptional circumstances, where the following criteria are fully satisfied;

- The demolition is demonstrably unavoidable for structural safety reasons;
- The redevelopment of the site would provide an extraordinary benefit for the local area, which would decisively outweigh the loss resulting from demolition;
- Demolition works are made conditional upon planning permission being granted, and a contract agreed, for where redevelopment is intended;
- At least one month is permitted to record the listed building or structure before demolition

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
Medium Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
Long Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+

#### Significant Effects

There will be positive impacts on cultural heritage where the policy seeks to preserve and enhance Listed Buildings and structures. This is also the case for impacts on townscapes where the policy seeks to preserve and enhance Listed Buildings and structures within them.

#### Temporal Effects

There are no temporal effects resulting from this policy.

#### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

#### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - No policy and rely on the NPPF.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	/	0	0	0	0	/

Alternative 1 would have uncertain impacts on cultural heritage and townscape where the NPPF states that great weight should be given to assets' conservation and substantial harm to or loss of designated heritage assets of the highest significance, including grade I and II\* listed buildings, should be wholly exceptional. The policy goes further to state what specifically constitutes 'exceptional' in the criteria.

## Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Number and spatial extent of listed buildings
- Percentage of conservation area demolished or otherwise lost.
- Numbers of buildings being removed from the buildings at risk register
- Amount of damage to listed buildings
- Number of permitted developments within Conservation Areas.

## Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.9.9 Policy ADM68 – Enabling Development

Development proposals to secure the future of a heritage asset will be considered on their merits and assessed on the basis of the need to preserve the heritage asset, rather than the personal circumstances of its owner. Such proposals will only be permitted subject to the following criteria;

- No material harm will be done to the significance of the heritage asset, or its setting;
- The management of the heritage asset will not be affected;
- The proposal will secure the long term future of the asset;
- The level of development proposed is the minimum required to secure the future of the asset.

## Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	0
Medium Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	0
Long Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	0

## Significant Effects

There will be positive impacts on cultural heritage where the policy seeks to preserve and enhance heritage assets.

## Temporal Effects

There are no temporal effects resulting from this policy.

## Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

## Alternatives Considered

The following alternative was looked at:

- Alternative 1 – No policy



	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	/	0	0	0	0	0

There will be an uncertain impact on cultural heritage resulting from Alternative 1 where applications may be accepted that result in significant levels of development of the asset that may affect its significance and management, particularly in the long term.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Number and spatial extent of listed buildings
- Percentage of conservation area demolished or otherwise lost.
- Numbers of buildings being removed from the buildings at risk register
- Amount of damage to listed buildings
- Number of permitted developments within Conservation Areas.

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.9.10 Policy ADM69 – Archaeological Evaluation, Excavation and Recording

Where important archaeological remains are thought to be at risk from development, the developer will be required to arrange for an archaeological evaluation of the site to be undertaken and submitted as part of the planning application. The evaluation will assess the character, importance and extent of the archaeological remains and will allow an informed decision to be made on the planning application.

Where permission is granted, conditions will be imposed to ensure that the archaeological remains are properly excavated and recorded prior to the development commencing.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	0
Medium Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	0
Long Term	0	0	0	0	0	0	0	0	0	+	0	0	0	0	0

### Significant Effects

There will be positive impacts on cultural heritage where developers will be required to arrange for an archaeological evaluation of the site to be undertaken and submitted as part of the planning application, and where permission is granted, conditions will be imposed to ensure that the archaeological remains are properly excavated and recorded prior to the development commencing.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - No policy and rely on use of HER / NPPF.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	+	0	0	0	0	0

The impacts of the Alternative will be the same as the preferred policy, where the policy offers little expansion in regards to local context on the content of the NPPF, and the Council has access to a Historic Environment Record.

### Impacts on Indicators

The implementation of this policy is unlikely to directly impact on any of the SA/SEA indicators.

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.10 Sport and Recreation

#### 3.10.1 Policy ADM70 - Sports and Leisure Facilities

Proposals for sports and leisure facilities, which require substantial buildings, including change of use and extensions to existing sports facilities will be supported on allocated sites, or in appropriate locations within development boundaries, provided that:

- they are conveniently accessible by both public and private transport, bicycle and on foot from nearby residential areas;
- they are located where there are no overriding traffic problems and access to the development will be safe;
- they have no detrimental effect upon residential amenity, or the environment;
- they are compatible with other policies in the plan;
- if there are no suitable sites within development boundaries, sites adjoining these boundaries may be considered if they meet the criteria set out above.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	0	+	+	0	0	+	+	0	0	0	0	0	0	0
Medium Term	+	0	+	+	0	0	+	+	0	0	0	0	0	0	0
Long Term	+	0	+	+	0	0	+	+	0	0	0	0	0	0	0

#### Significant Effects

There will be positive impacts on safety where the policy seeks safe access and provision of accessible facilities.

There will also be positive impacts on health through the implementation of criteria to determine applications for sports and leisure facilities. Impacts are limited however due to restrictions in the policy for sustainable development that may hinder deliverability

Positive impacts will also be realised for the vitality and viability of service centres where the policy seeks to locate development for sports and leisure facilities within centres as the norm.

There will also be positive impacts on sustainable transport uptake where the policy seeks to provide facilities where they are conveniently accessed by public transport and bicycle and foot; and accessibility where the policy seeks to provide facilities where they are conveniently accessed by public transport, bicycle and foot and also ensures that there are no overriding traffic problems.

#### Temporal Effects

There are no temporal effects resulting from this policy.

#### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

## Alternatives Considered

The following alternative was looked at:

- Alternative 1 - To rely on Core Strategy Policy CS10, however, this refers only to retention of existing facilities and not new proposals for sport and recreation.

Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternative 1 would rely on Policy CS10 within the adopted Core Strategy, which was subject to SA/SEA. As such, alternative 1 will have no additional impacts beyond those identified in the SA/SEA of the adopted Core Strategy. The presence of a Development Management Policy strengthens the importance of a locational and criteria based approach to sports and leisure facilities on an application basis, as opposed to being just a strategic issue.

## Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Indices of Multiple Deprivation – Health and Disability sub-domain scores
- Residents opinion on availability of open space/leisure facilities
- Location and extent of recreational facilities
- Location and extent of accessible greenspace

## Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.10.2 Policy ADM71 - Golf Courses and Driving Ranges

In considering proposals for golf courses and driving ranges, the following criteria will be applied:

- Development of golf courses and driving ranges in highly visible countryside such as prominent sites on escarpment slopes, valleys, exposed plateau and ridges will not be permitted.
- Golf courses and driving ranges will not be permitted within Sites of Special Scientific Interest, or Registered Parks and Gardens.
- Golf courses and driving ranges will need to be located so that safe and convenient access can be made to the principal road network, without the need to use long stretches of unsuitable rural lanes.
- On golf courses and driving ranges within a rural location, built development will be restricted to those facilities essentially required to serve the club. The conversion of existing buildings will be preferred. Other large-scale buildings in the countryside not essentially related to the use of land as a golf course will not be permitted.
- Proposals for residential development in association with golf courses and driving ranges in rural areas will be firmly resisted.

**Impact on SA/SEA Objectives**

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	/	0	0	+	0	+	0	0	0	0	0	0	+
Medium Term	0	0	/	0	0	+	0	+	0	0	0	0	0	0	+
Long Term	0	0	/	0	0	+	0	+	0	0	0	0	0	0	+

**Significant Effects**

There will be positive impacts on biodiversity as the policy restricts development within a SSSI.

There will also be positive impacts on accessibility through the access requirements stipulated within the policy, and landscapes where the policy seeks to protect its value.

There will be uncertain impacts however on health as although the policy may provide access to sporting activities, it may not be accessible or appropriate across all sectors of society.

**Temporal Effects**

There are no temporal effects resulting from this policy.

**Secondary, Cumulative and Synergistic Effects**

There are no secondary, cumulative or synergistic effects resulting from this policy.

**Alternatives Considered**

The following alternative was looked at:

- Alternative 1 - To not have a specific policy and rely on the NPPF. However, this is not considered to be detailed enough. Due to the rural character of the District this is a local issue which needs detailed guidance.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	/	0	0	/	0	/	0	0	0	0	0	0	/

There will be uncertain impacts on relevant Sustainability Objectives as a result of the implementation of Alternative 1. Due to the rural character of the District, any applications that come forward for golf courses and driving ranges would have to be in conformity with social and environmental criteria specific to the District.

**Impacts on Indicators**

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Residents opinion on availability of open space/leisure facilities

**Proposed Mitigation Measures / Recommendations**

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.10.3 Policy ADM72 - Sports Causing Noise or Disturbance

Proposals for sport or leisure facilities and activities likely to cause noise or disturbance will only be permitted if:

- Harm would not be caused to noise sensitive development by the nature, scale, extent, frequency or timing of the proposal;
- There would be no unacceptable increase in traffic on minor roads.

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	/	0	0	0	0	+	0	0	0	0	0	0	0
Medium Term	0	0	/	0	0	0	0	+	0	0	0	0	0	0	0
Long Term	0	0	/	0	0	0	0	+	0	0	0	0	0	0	0

#### Significant Effects

There will be positive impacts on accessibility; specifically on traffic congestion on minor roads, as a result of this policy

There will however be uncertain impacts on health. Positive or negative impacts are dependant on the application of the policy and the benefits of sporting activities weighed against the potential harm from noise.

#### Temporal Effects

There are no temporal effects resulting from this policy.

#### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

#### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - To not have a specific policy and rely on NPPF and Core Strategy Policy however this is not considered detailed enough

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	/	0	0	0	0	/	0	0	0	0	0	0	0

There will be uncertain impacts on relevant Sustainability Objectives as a result of the implementation of Alternative 1. Due to the rural character of the District, any applications that come forward for sports causing noise or disturbance would have to be in conformity with social and accessibility criteria specific to the District.

#### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Traffic flows
- Public perceptions on leisure / community facilities

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

#### 3.10.4 Policy ADM73 - River Walks, Linear Parks and Disused Railway Lines

The Proposals Map defines the river walks/linear parks in Braintree, Halstead, Witham and Sible Hedingham as informal recreation.

Disused railway lines, where recreational use is proposed (including those sections of the Flich Way and Blackwater Rail Trail within this District) are also defined as informal recreation. Parts of the River Colne at Sible Hedingham and the Colne Valley disused railway line, at White Colne are protected as a nature reserve.

Any development that would prejudice the implementation of the river walks/linear parks, or the use of disused railway lines for recreational purposes will not be permitted. In considering proposals for the development of adjacent land, the District Council will seek opportunities to extend and improve river walks/linear parks and connections to them. Cycleways and improved footpaths and bridleways will be provided where appropriate at river walks and disused railway lines.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	+	0	0	/	+	0	0	/	0	0	0	0	0
Medium Term	0	0	+	0	0	/	+	0	0	/	0	0	0	0	0
Long Term	0	0	+	0	0	/	+	0	0	/	0	0	0	0	0

### Significant Effects

There will be positive impacts on health where the policy supports access to recreational walking and cycling facilities accessible to all.

There will also be positive impacts on sustainable transport uptake, specifically walking and cycling, where the policy seeks to promote and improve them.

There will however be uncertain impacts on biodiversity. Positive or negative impacts will be dependant on the impact of recreational activity on any biological diversity present on sites. This is also the case for cultural heritage, where positive or negative impacts will be dependant on the cultural and heritage assets on these sites, and the treatment of them.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There are no secondary, cumulative or synergistic effects resulting from this policy.

### Alternatives Considered

The following alternative was looked at:

- Alternative 1 - To not have a specific policy and rely on the NPPF and Core Strategy Policy although this is not considered to be detailed enough.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	/	0	0	/	/	0	0	/	0	0	0	0	0

There will be uncertain impacts on relevant Sustainability Objectives as a result of the implementation of Alternative 1. Due to the specific nature of the policy, any applications for potentially prejudicial development that come forward would have to be in conformity with specific identified environmental and social criteria relevant to the identified river walks, linear parks and disused railways. This is unlikely to be adequately satisfied through higher level policy.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Indices of Multiple Deprivation – Health and Disability sub-domain scores
- Residents opinion on availability of open space/leisure facilities
- Natural England Accessible Natural Greenspace Standards (ANGSt)
- Location and extent of accessible greenspace

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.10.5 Policy ADM74 - Hatfield Peverel Country Park

A site for a new Country Park between Hatfield Peverel and Witham is shown in the Site Allocations Development Plan Document and it is proposed to secure its implementation as an after use of sand and gravel extraction.

### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	+	0	++	0	0	+	0	0	0	0	0	0	0	0	+
Medium Term	+	0	++	0	0	+	0	0	0	0	0	0	0	0	+
Long Term	+	0	++	0	0	+	0	0	0	0	0	0	0	0	+

### Significant Effects

There will be a significant positive impact on health through the delivery of a Country Park as part of mineral working restoration and after-use. This impact is strengthened where the location is accessible to significant housing delivery in the Core Strategy at the Hatfield Road Growth Location. This will also see a positive impact on the delivery of community facilities for this growth location.

Positive impacts will also be realised for biodiversity through the delivery of a Country Park as part of mineral working restoration and after-use.



There will also be positive impacts on landscape, especially in regards to the sites former use. The presence of a Country Park in this location also enhances the green buffer between Witham and Hatfield Peverel.

### Temporal Effects

There are no temporal effects resulting from this policy.

### Secondary, Cumulative and Synergistic Effects

There will be a secondary positive impact on accessibility, where the location of the proposed County Park responds well to significant housing delivery in the Core Strategy at the Hatfield Road Growth Location.

### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - There is no suitable alternative policy as the site is identified in the Site Allocations Development Plan Document.
- Alternative 2 - To have no policy and rely on the emerging Minerals Local Plan.

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternative 1 will have no impact on the sustainability objectives as the site has already been earmarked for restoration post mineral working.

Alternative 2 will have no impact on the sustainability objectives where the permission of the mineral working has already ceased and as such will not feature in the emerging Minerals Local Plan.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Indices of Multiple Deprivation – Health and Disability sub-domain scores
- Residents opinion on availability of open space/leisure facilities
- Natural England Accessible Natural Greenspace Standards (ANGSt)
- Location and extent of recreational facilities to development site
- Location and extent of accessible greenspace to development site

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

### 3.10.6 Policy ADM75 – Tourist Development

Planning applications for new tourism facilities, static caravans, touring caravan and camping sites (and other moveable accommodation) will be permitted subject to:

- the need for the development can be clearly demonstrated;
- proposals are connected with existing facilities or located at a site that relates well to defined settlements in the area and are accessible to adequate transport, cycling and walking links;
- would not adversely affect character, appearance and amenity of the surrounding area;
- appropriate, convenient and safe vehicular access can be gained to/from the public highway and appropriate parking is provided;
- they would not use the best and most versatile agricultural land;
- static caravan, touring caravan and camping sites should be well screened in order to minimise the impact upon the local environment;
- the occupation of any new tourist accommodation will be restricted via condition or legal agreement to ensure a tourist use solely and not permanent residential occupation;
- they will be served by adequate water and sewerage services;

#### Impact on SA/SEA Objectives

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short Term	0	0	0	0	+	/	+	+	0	0	0	+	0	0	+
Medium Term	0	0	0	0	+	/	+	+	0	0	0	+	0	0	+
Long Term	0	0	0	0	+	/	+	+	0	0	0	+	0	0	+

#### Significant Effects

There will be positive impacts on economic growth where the policy supports the Districts potential for tourism, whilst also protecting the best agricultural land.

There will also be positive impacts on sustainable transport uptake in response to the emphasis on cycling and walking links in the policy, and positive impacts on accessibility through the requirement for safe vehicular access and adequate parking in the policy.

Positive impacts will also be realised for water related criteria where the policy ensures the development is served by adequate water and sewerage services.

There will also be positive impacts on landscapes through the protection of the character and appearance of the surrounding area, and the need for screening in the policy.

There will be uncertain impacts however on biological and geological diversity as negative impacts are possible without adequate protection.

#### Temporal Effects

There are no temporal effects resulting from this policy.

## Secondary, Cumulative and Synergistic Effects

The cumulative impacts of this policy applied alongside Policy ADM51 are likely to have positive impacts on biodiversity.

### Alternatives Considered

The following alternatives were looked at:

- Alternative 1 - Retain the existing Local Plan approach to tourism.
- Alternative 2 - No policy.
- Alternative 3 - Rely on Core Strategy policy

	Sustainability Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	0	0	0	0	+	/	+	+	0	0	0	/	0	0	+
2	0	0	0	0	/	/	/	/	0	0	0	/	0	0	/
3	0	0	0	0	/	/	/	/	0	0	0	/	0	0	/

The existing Local Plan separates tourism, as it can be defined in the Policy ADM75, into six separate policies covering touring caravans and camping sites; static caravans, chalets and cabins; additional tourist attractions; tourist accommodation; hotel policy; and visitor facilities in villages. The impacts of retaining these policies will be similar to those of the preferred policy, where much of the criteria of the previously separated policies are reiterated. In addition the preferred policy expands the detail regarding infrastructure need and restrictions on changes of use.

Alternatives 2 and 3 will have uncertain impacts on relevant Sustainability Objectives where there is no policy within the adopted Core Strategy that adequately or specifically covers tourism development in the District. Additionally, the adopted Core Strategy states that there is a need to secure a sound sustainable future for the rural economy, which continues to contribute significantly to the economy of the District as a whole through tourism, agriculture and local small businesses. Policies relating to farm diversification, rural enterprise and rural tourism will be set out in the Development Management DPD.

### Impacts on Indicators

The implementation of this policy is most likely to impact on the following SA/SEA indicators:

- Proportion of business in rural locations
- Traffic flows
- Distance from site to nearest SSSI, NNR, LoWS, Ancient Woodland, Protected lanes, Other sensitive designated or non-designated receptors, Other special landscape features
- Condition of the nearest sensitive receptors (where viable)
- Site visit surveys on typical abundance and frequency of habitats (DAFOR scale)
- Proximity to nearest (including its setting) Scheduled Monument, Listed Building, Conservation Area, Registered Historic Park or Garden, Site identified in the Historic Environment Record, Building of local interest, Other historic feature.
- Water cycle study capacity in sewerage and resources

### Proposed Mitigation Measures / Recommendations

No proposed mitigation measures / recommendations have been highlighted for this policy.

## 4 Site Allocations

The draft Site Allocations and Development Management Policies Plan identifies sites to meet the Council development requirements over the plan period, and to identify areas which should be protected from unsuitable development.

Sites have been subject to SA/SEA and appraised using a proforma developed taking into account consultation comments from Statutory Consultees at the Scoping Report stage, the findings of the LDF Stakeholder Workshop (Jan 2012), the key issues of the area, and all relevant available information across a range of sustainability criteria. The proforma can be found in Annex D – Site Appraisals accompanying this report.

The sites have been appraised against social, environmental and economic criteria in the proforma subject to available information. This responds to a desire to assess each site for reasonable and relevant alternative land uses. As such, negative or positive impacts may have been highlighted that are not relevant to the proposed use put forward for the site and should be discounted when considering certain uses and proposals.

Please note that the information used in the appraisal of sites was correct at the time that they were undertaken, and was used consistently across all sites.

It is acknowledged that some negative and uncertain impacts arising from the appraisal of sites may be addressed and mitigated through Development Management Policies in the Plan. Similarly, no negative impacts identified in the SA/SEA should be taken as a restriction to development, or basis for the rejection of applications. Negative impacts identified in the SA/SEA process are for the purposes of awareness only and should be viewed as issues to be addressed through applications going forward from this point.

In addition to the sites appraised in this section and Annex D, further sites across the District were identified. These further sites will be appraised in line with those in this report and the findings will be presented in an addendum to accompany this report.

The following tables identify the key issues resulting from the appraisal of sites. For each site, the positive and negative impacts have been highlighted, alongside those uncertain impacts that may require further consideration. The tables have been ordered as follows:

- Braintree (including Bocking and Great Notley)
- Witham
- Halstead
- Alphabetically by settlement

**Table 5: Appraisal Summaries of Sites in Braintree (including Bocking and Great Notley), Witham and Halstead**

Sites	Potential Use	Positive	Negative	Other Issues to Address
<b>Braintree (including Great Notley and Bocking)</b>				
BOB1 - Tabor House, Coggeshall Road, Braintree	Residential/ Employment	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport (significant)</li> <li>- Distance to schools (significant)</li> <li>- Proximity to PO and GP</li> <li>- Highway access</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Potential risk from overland flow/surface water runoff</li> </ul>
BOB2 - Land adjoining Deerleap Way, Braintree	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to schools (significant)</li> <li>- Capacity of schools</li> <li>- Affordable housing</li> <li>- Proximity to PO and GP</li> <li>- Highway access</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Agricultural land</li> <li>- Proximity to railway station</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
BOB20 -		<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to schools (significant)</li> <li>- Capacity of secondary</li> </ul>	<ul style="list-style-type: none"> <li>- Capacity of primary school</li> <li>- Proximity to railway station</li> <li>- Loss of recreation</li> <li>- Accessible natural greenspace</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>school</li> <li>- Affordable housing</li> <li>- Proximity to PO</li> <li>- Highway access</li> <li>- PDL</li> </ul>		
BOB38 - Clinic Site Coggeshall Road	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Affordable housing</li> <li>- Proximity to key services and facilities</li> <li>- Highway access</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> </ul>
BON1 - Land at Dorewards Hall	Urban extension to Braintree	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to schools (significant)</li> <li>- Highway access</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Greenfield</li> <li>- Agricultural land</li> <li>- Proximity to TPO</li> <li>- Loss of recreation</li> <li>- Impact on historic environment (significant)</li> <li>- Proximity to railway station</li> </ul>	<ul style="list-style-type: none"> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Historic sewer flooding</li> <li>- Potentially significant junctions</li> </ul>
BON10 - Four Releet Meadow, Fronting Church Street Bocking, High Garrett	Residential		<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Proximity to railway station</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>- Educational capacity</li> <li>- Greenfield</li> </ul>	
BON11 - Land at Straits Mill, Convent Lane, Braintree	Leisure	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Loss of recreation</li> <li>- Loss of agricultural land</li> <li>- Proximity to railway station</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
BON12 – Land between Panfield Lane and Deanery Hill, Braintree	Mixed Use – Residential, leisure, hotel, equestrian, golf, commercial	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- New recreational space</li> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Greenfield</li> <li>- Sensitive landscape</li> <li>- Highway access</li> <li>- Proximity to railway station</li> <li>- Educational Capacity</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> </ul>
BON13 - Land at Park Farm, West of Panfield Lane, Braintree (Growth Location)	Special Landscape Area (Part of larger scheme)	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to employment</li> <li>- Enhance protection of sensitive landscape</li> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Proximity to railway station</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Capacities in sewage network</li> </ul>
BON14 - Land to rear of 21-33 Lyonshall Road, High Garrett, Braintree	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location</li> <li>- Distance to secondary</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Proximity to railway station</li> <li>- Educational capacity</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Access to public transport</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		school	- Greenfield	
BON15 - BMX Track and land, Panfield Lane, Braintree	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to employment areas</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Loss of recreation</li> <li>- Proximity to railway station</li> <li>- Educational capacity</li> <li>- Distance to primary school</li> <li>- Greenfield</li> <li>- Sensitive landscape</li> </ul>	<ul style="list-style-type: none"> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Potentially significant junctions</li> </ul>
BON16 - Land at and rear of 61 Broad Road, Braintree	Residential and associated POS	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Educational capacity</li> <li>- Distance to primary school</li> <li>- Distance to the railway station</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> </ul>
BON17 - Land at Deanery Hill, Bocking	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to the railway station</li> <li>- Greenfield</li> <li>- Sensitive landscape</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Historic sewer flooding nearby</li> <li>- Potentially significant junctions</li> </ul>
BON19 - Former Landfill at Bovingdon Road, Bocking	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to the railway station</li> </ul>	<ul style="list-style-type: none"> <li>- Historic sewer flooding nearby</li> <li>- Potentially significant junctions</li> </ul>



Sites	Potential Use	Positive	Negative	Other Issues to Address
		(significant) - Distance to secondary school (significant) - Distance to primary school - Highway access - PDL	- Sensitive landscape - Educational capacity	
BON2 - Bocking Hockey Club, The Four Releet, Bocking Church Street, Bocking	Residential/Town Boundary Amendment	- Proximity to public transport – bus (significant) - Accessible location - Distance to secondary school	- Accessible natural greenspace - Loss of recreation - Greenfield - Educational capacity - Distance to primary school	- Potentially significant junctions
BON29		- Affordable housing (significant) - Accessible location (significant) - Proximity to public transport – bus (significant) - Distance to secondary school (significant) - Distance to primary school - Proximity to PO - Highway access - PDL	- Impact on historic environment (significant) - Accessible natural greenspace - Distance to the railway station - Educational capacity	- Historic sewer flooding nearby - Potentially significant junctions
BON3 - Land to north and east of Harriett's Farm, Bocking Church Street	Inclusion within development boundary, devlp type not specified	- Proximity to public transport – bus (significant) - Accessible location - Distance to secondary school	- Accessible natural greenspace - Distance to the railway station - Educational capacity - Distance to primary school - Sensitive landscape	- Potentially significant junctions

Sites	Potential Use	Positive	Negative	Other Issues to Address
			- Greenfield	
BON30 - 48-54 Church Street Bocking		<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to school (significant)</li> <li>- Capacity in secondary school</li> <li>- Affordable housing</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Distance to the railway station</li> <li>- Primary school capacity</li> <li>- Highway access constrained</li> </ul>	<ul style="list-style-type: none"> <li>- Historic sewer flooding nearby</li> <li>- Potentially significant junctions</li> </ul>
BON32 - Christy House and Chantry House, Church Street		<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Capacity in secondary school New care home</li> <li>- Affordable housing</li> <li>- Highway access</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Distance to the railway station</li> <li>- Primary school capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Historic sewer flooding nearby</li> <li>- Potentially significant junctions</li> </ul>
BON4 - Land off Convent Lane, Braintree	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Distance to the railway station</li> <li>- Educational capacity</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Potentially significant junctions</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		- Proximity to PO		
BON5 - Land at Polly's Hill, Church Lane, Bocking	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to the railway station</li> <li>- Educational capacity</li> <li>- Distance to primary school</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Historic sewer flooding nearby</li> <li>- Potentially significant junctions</li> </ul>
BON6 - Land to west of High Garrett, Broad Road, Bocking	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Accessible location</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- TPO on site</li> <li>- Distance to the railway station</li> <li>- Educational capacity</li> <li>- Distance to primary school</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> </ul>
BON7 - Land at Highfield Stile Farm and Straits Mill Road, Braintree	Mixed Use - Residential/Employment	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Highway access</li> <li>- Distance to the railway station</li> <li>- Educational capacity</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Footpath access</li> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Potentially significant junctions</li> </ul>
BON8 - Bakehouse & Unit 1, Bovingdon Road, Bocking End, Braintree	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to schools (significant)</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Risk of flooding (significant)</li> <li>- Impact on historic environment (significant)</li> <li>- Landscape sensitivity</li> <li>- Accessible natural greenspace</li> <li>- Educational capacity</li> <li>- Distance to the railway</li> </ul>	<ul style="list-style-type: none"> <li>- Historic sewer flooding nearby</li> <li>- Potentially significant junctions</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
			station	
BON9 - Land at Straits Mill, Convent Lane, Braintree	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to schools (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Educational capacity</li> <li>- Distance to the railway station</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Potentially significant junctions</li> </ul>
BOS1 - Walled Garden of Wentworth House, 87 Bradford Street, Braintree	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Proximity to PO and GP</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Educational capacity</li> <li>- Distance to the railway station</li> </ul>	<ul style="list-style-type: none"> <li>- Historic sewer flooding nearby</li> <li>- Potentially significant junctions</li> </ul>
BOS10 - Land rear fo 49 to 57 Church Lane Bocking		<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Care home facilities</li> <li>- Proximity to PO</li> <li>- Highways access</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to primary school</li> <li>- Educational capacity</li> <li>- Loss of recreation</li> <li>- Distance to the railway station</li> </ul>	<ul style="list-style-type: none"> <li>- Capacities in sewage network</li> <li>- Historic sewer flooding nearby</li> <li>- Potentially significant junctions</li> <li>- Footpath access</li> </ul>
BOS11 - Land off Williams drive (Brook Meadow)		<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> </ul>	<ul style="list-style-type: none"> <li>- Capacities in sewage network</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Affordable housing</li> <li>- Proximity to PO and GP</li> <li>- Highways access</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to the railway station</li> <li>- Greenfield</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Historic sewer flooding nearby</li> <li>- Potentially significant junctions</li> </ul>
BOS2 - Land Adjoining Fairacres, 76 Church Lane, Bocking	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to the railway station</li> <li>- Greenfield</li> <li>- Educational capacity</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> </ul>
BOS3 - Land at Rayne Lodge Farm, Rayne Road, Braintree	Residential/ Employment Use	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Distance to employment areas</li> <li>- Proximity to PO and GP</li> <li>- Landscaping</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> <li>- Educational capacity</li> <li>- Distance to the railway station</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> </ul>
BOS33 - Land adj First Stop Centre Bocking		<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Highways access</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Educational capacity</li> <li>- Footpath access</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		(significant) - Distance to secondary school (significant) - Distance to primary school - Proximity to GP (significant) - Proximity to PO - Distance to primary shopping area - PDL		
BOS4 - Units 1-4 Springwood Drive, Braintree	Change of use from Industrial to Retail/Warehouse	- Accessible location (significant) - Proximity to public transport – bus (significant) - Increase in retail floorspace - Highways access - Distance to employment areas - PDL	- Distance to the railway station	- Potentially significant junctions
BOS5 - Government Buildings, Panfield Lane, Braintree	Residential	- Accessible location (significant) - Proximity to public transport – bus + rail (significant) - Distance to schools (significant) - Proximity to GP (significant) - Proximity to PO - Highways access - PDL	- Accessible natural greenspace - Educational capacity	- Capacities in sewage network - Potentially significant junctions

Sites	Potential Use	Positive	Negative	Other Issues to Address
BOS6 - Land adjacent to Tabor High School, Panfield Lane, Braintree (Growth Location)	Alternative site for College	<ul style="list-style-type: none"> <li>- Distance to schools (significant)</li> <li>- Capacity of secondary school (significant)</li> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to PO</li> <li>- Distance to employment areas</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to the railway station</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> </ul>
BOS7 - Land adjacent to "Kynance", Panfield Lane, Braintree (Within Growth location)	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to schools (significant)</li> <li>- Proximity to PO</li> <li>- Distance to employment areas</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to the railway station</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> </ul>
BOS8A - Land at Park Farm, West of Panfield Lane, Braintree (Growth Location)	Mixed Use Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to schools (significant)</li> <li>- Proximity to PO</li> <li>- Distance to employment areas</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to the railway station</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Capacities in sewage network</li> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Potentially significant junctions</li> </ul>
BOS8B - Land at Park	Employment	<ul style="list-style-type: none"> <li>- Accessible location</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to the railway</li> </ul>	<ul style="list-style-type: none"> <li>- Capacities in sewage</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
Farm, West of Panfield Lane, Braintree (Growth Location)	(Part of larger scheme)	<ul style="list-style-type: none"> <li>(significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to employment areas</li> </ul>	<ul style="list-style-type: none"> <li>station</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>network</li> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Potentially significant junctions</li> </ul>
BRC2 - Field Archaeology Unit, Fairfield Road, Braintree (Site within DB)	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Proximity to PO</li> <li>- Distance to primary shopping area</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Greenfield</li> <li>- Distance to primary school</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Capacities in sewage network</li> <li>- Potentially significant junctions</li> </ul>
BRC3 - Land at East Street, Braintree	Residential/mixed use	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Distance to primary school</li> <li>- Proximity to PO</li> <li>- PDL</li> <li>- Distance to primary shopping area</li> <li>- Distance to employment</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Educational capacity</li> </ul>



Sites	Potential Use	Positive	Negative	Other Issues to Address
		areas		
BRC30 - Telephone Exchange South Street	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Affordable housing</li> <li>- Proximity to PO and GP</li> <li>- Distance to primary shopping area</li> <li>- Highways access</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Loss of recreation</li> <li>- Proximity to LoWS</li> <li>- Distance to primary school</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Within 250 of historic landfill site</li> <li>- Capacities in sewage network</li> <li>- Potentially significant junctions</li> </ul>
BRC31 - Silks Way Site Silks Way Braintree	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Affordable housing</li> <li>- Distance to primary school</li> <li>- Proximity to PO</li> <li>- Distance to primary shopping area</li> <li>- Highways access</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Proximity to LoWS</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Capacities in sewage network</li> <li>- Potentially significant junctions</li> <li>-</li> </ul>
BRC34 - Kwik Fit/Builders yard adj the Mulberries South Street		<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Accessible location</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Proximity to LoWS</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Adjacent area has</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		(significant) - Proximity to public transport – bus + rail (significant) - Distance to secondary school (significant) - Proximity to GP (significant) - Distance to primary shopping area - Distance to employment areas - Proximity to PO - Highways access - PDL	- Distance to primary school - Educational capacity	contamination
BRC35 - Plumbase site Station Approach	Residential	- Affordable housing (significant) - Accessible location (significant) - Proximity to public transport – bus + rail (significant) - Distance to secondary school (significant) - Proximity to GP (significant) - Secondary school capacity - Distance to primary shopping area - Distance to employment areas - Proximity to PO	- Accessible natural greenspace - Distance to primary school - Primary school capacity	- Within 250m of historic landfill - Capacities in sewage network - Potentially significant junctions

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Highways access</li> <li>- PDL</li> </ul>		
BRC36 - Garage South Street	Residential	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Secondary school capacity</li> <li>- Distance to primary shopping area</li> <li>- Distance to employment areas</li> <li>- Proximity to PO</li> <li>- Highways access</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to primary school</li> <li>- Primary school capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Capacities in sewage network</li> <li>- Potentially significant junctions</li> </ul>
BRC37 - Land East of Station Approach Braintree	Residential	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to GP (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to primary school</li> <li>- Primary school capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Capacities in sewage network</li> <li>- Potentially significant junctions</li> <li>-</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Secondary school capacity</li> <li>- Distance to primary shopping area</li> <li>- Distance to employment areas</li> <li>- Proximity to PO</li> <li>- Highways access</li> <li>- PDL</li> </ul>		
BRC4 - Land South of Rayne Road (Somerfields), Braintree	Mixed-use	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Distance to primary shopping area</li> <li>- Proximity to PO</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Educational capacity</li> </ul>
BRC5 - Land between Manor Street and Victoria Street, Braintree	Retail	<ul style="list-style-type: none"> <li>- Increase in retail floorspace</li> <li>- Distance to primary shopping area</li> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Highways access</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment</li> <li>- Potentially significant junctions</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		- PDL		
BRC6 - Land north of Rayne Road/ south of Bunyan Road, Braintree	Mixed Use	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Distance to schools (significant)</li> <li>- Distance to primary shopping area</li> <li>- Proximity to PO</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Loss of recreation</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Capacities in sewage network</li> <li>- Potentially significant junctions</li> </ul>
BRC76 - Crossman House Station Approach Braintree	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Affordable housing</li> <li>- Distance to employment areas</li> <li>- Distance to primary shopping area</li> <li>- Proximity to PO</li> <li>- Highways access</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to primary school</li> <li>- Primary school capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Capacities in sewage network</li> <li>- Potentially significant junctions</li> </ul>
BRC7A - Land to south of Gilda Terrace, Rayne	Residential	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> </ul>	<ul style="list-style-type: none"> <li>- Area of suspected historic landfill east of Pod's Brook</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
Road, Braintree		<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Proximity to PO</li> <li>- Highways access</li> </ul>	<ul style="list-style-type: none"> <li>- Proximity to LoWS</li> <li>- Greenfield</li> <li>- Landscape Sensitivity</li> <li>- Educational capacity</li> <li>- Distance to railway station</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Footpath access</li> </ul>
BRC7B - Land west of Pod's Brook Road, Braintree	Football Club	<ul style="list-style-type: none"> <li>- New recreational area (significant)</li> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to schools (significant)</li> <li>- Proximity to PO</li> <li>- Highways access</li> </ul>	<ul style="list-style-type: none"> <li>- Risk of flooding</li> <li>- Proximity to LoWS</li> <li>- Greenfield</li> <li>- Landscape Sensitivity</li> <li>- Distance to railway station</li> <li>- Distance to A12/A120</li> </ul>	<ul style="list-style-type: none"> <li>- Area of suspected historic landfill east of Pod's Brook</li> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Potentially significant junctions</li> <li>- Impact on natural environment</li> <li>- Footpath access</li> </ul>
BRC7C - Land East of Pod's Brook Road, Braintree	Tennis Club	<ul style="list-style-type: none"> <li>- New recreational area (significant)</li> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to schools (significant)</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Risk of flooding</li> <li>- Proximity to LoWS</li> <li>- Greenfield</li> <li>- Landscape Sensitivity</li> <li>- Distance to railway station</li> </ul>	<ul style="list-style-type: none"> <li>- Area of suspected historic landfill east of Pod's Brook</li> <li>- Potentially significant junctions</li> <li>- Impact on natural environment</li> <li>- Footpath access</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		- Highways access		
BRC7D - Land west of Braintree Town	Urban extension	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Proximity to PO</li> <li>- Highways access</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Proximity to LoWS</li> <li>- Greenfield</li> <li>- Landscape Sensitivity</li> <li>- Distance to railway station</li> <li>- Distance to A12/A120</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Area of suspected historic landfill east of Pod's Brook</li> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Potentially significant junctions</li> <li>- Footpath access</li> <li>-</li> </ul>
BRC7E - Land between London Road, A120 and Pod's Brook Road, Braintree	Sport	<ul style="list-style-type: none"> <li>- New recreational area (significant)</li> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment</li> <li>- Distance to railway station</li> <li>- Distance to A12/A120</li> <li>- Distance of TPO</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Potentially significant junctions</li> <li>- Impact on natural environment</li> </ul>
BRC8 - William Julian Courtauld Hospital Site London Road	Residential	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Distance to schools (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Proximity to LoWS</li> <li>- Greenfield</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Impact on natural environment</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Highways access</li> <li>- Proximity to PO and GP</li> <li>- Distance to primary shopping area</li> </ul>		
BRE1 - Detached Playing Field, Chapel Hill, Braintree	Employment	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Distance to primary shopping area and employment</li> <li>- Proximity to PO</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Highway access</li> </ul>	<ul style="list-style-type: none"> <li>- Footpath access</li> <li>- Directly adjacent to contaminated land</li> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Potentially significant junctions</li> <li>- Capacities in sewage network</li> </ul>
BRE16 - Site at Stubbs Lane Braintree	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Distance to schools (significant)</li> <li>- School capacities (significant)</li> <li>- Affordable housing</li> <li>- Distance to primary shopping area and employment</li> <li>- Highways access</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> </ul>
BRE2- Braintree Retail Park/Braintree Freeport	Identify area as a district centre	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to A12/A120</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> </ul>



Sites	Potential Use	Positive	Negative	Other Issues to Address
		(significant) - Distance to primary shopping area and employment - Proximity to PO - PDL		
BRE25 - Braintree Football Club	Residential	- Affordable housing (significant) - Accessible location (significant) - Proximity to public transport – bus + rail (significant) - Distance to secondary school (significant) - Distance to primary school - Capacity at secondary school - Highways access - Distance to primary shopping area and employment - Proximity to PO	- Loss of recreation - Accessible natural greenspace - Greenfield - Primary school capacity - TPO present	- Potential risk from overland flow and/or surface water runoff - Potentially significant junctions - Capacities in sewage network
BRE26 - Braintree Tennis Club	Residential	- Affordable housing (significant) - Accessible location (significant) - Proximity to public transport – bus + rail (significant) - Distance to secondary school (significant) - Distance to primary school	- Loss of recreation - Accessible natural greenspace - Greenfield - Primary school capacity	- Potential risk from overland flow and/or surface water runoff - Potentially significant junctions - Capacities in sewage network -

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Capacity at secondary school</li> <li>- Highways access</li> <li>- Distance to primary shopping area and employment</li> <li>- Proximity to PO</li> </ul>		
BRE3 - Car Park and Land North of Freeport, Braintree	Retail/Leisure	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Increase in retail floorspace</li> <li>- Distance to primary shopping area and employment</li> <li>- Proximity to PO</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Loss of recreation</li> <li>- Accessible natural greenspace</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Loss of recreation</li> </ul>
BRS1 -16-18 Skitts Hill, Braintree	Not Specified	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Distance to primary shopping area and employment</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Loss of allotments</li> <li>- Greenfield</li> <li>- Distance to primary school</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Loss of allotments</li> <li>- Educational needs</li> <li>- Potentially significant junctions</li> </ul>
BRS2 - The Riverside Centre Braintree	Care Home	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to LoWS (significant)</li> <li>- Accessible natural</li> </ul>	<ul style="list-style-type: none"> <li>- Historic landfill site</li> <li>- Potential risk from overland flow and/or</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>transport – bus + rail (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Care home</li> <li>- Distance to primary school</li> <li>- Distance to primary shopping area</li> <li>- Proximity to PO</li> <li>- Highways access</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>greenspace</li> <li>- Loss of recreation/open space</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>surface water runoff</li> <li>- Potentially significant junctions</li> </ul>
BRS3 - The Riverside Centre Braintree	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Care home</li> <li>- Distance to primary school</li> <li>- Distance to primary shopping area</li> <li>- Proximity to PO</li> <li>- Highways access</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to LoWS</li> <li>- Accessible natural greenspace</li> <li>- Loss of recreation/open space</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Historic landfill site</li> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Potentially significant junctions</li> </ul>
BRS4 - The Riverside Centre Braintree	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Care home</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to LoWS</li> <li>- Accessible natural greenspace</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Historic landfill site</li> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Potentially significant junctions</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Distance to primary school</li> <li>- Distance to primary shopping area</li> <li>- Proximity to PO</li> <li>- Highways access</li> <li>- PDL</li> </ul>		
GRN1 - Growth Location South West of Great Notley	Mixed Use Urban Extension	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Distance to schools</li> <li>- Landscaping proposed</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Distance to employment sites</li> <li>- Distance to primary shopping area</li> <li>- Educational capacity</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Capacities in sewage network</li> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Potentially Significant Junction</li> </ul>
GRN2 - Land between 114 and 126 London Road, Braintree	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Affordable housing</li> <li>- Care home facilities</li> <li>- Distance to primary school and capacity</li> <li>- Landscaping proposed</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Presence of TPOs</li> <li>- Highway access</li> <li>- Distance to A12 or A120</li> <li>- Secondary school capacity</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially Significant Junction</li> </ul>
GRN4 - Land Rear of Queenborough Lane (East of Maylands Drive), Great Notley	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to secondary</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Presence of TPOs</li> <li>- Secondary school capacity</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>school (significant)</li> <li>- Affordable housing</li> <li>- Proximity to PO</li> <li>- Distance to primary school and capacity</li> <li>- Highway access</li> <li>- Landscaping proposed</li> </ul>		
GRN5 - King William IV Public House, 114 London Road, Braintree	Extension to development boundary	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school and capacity</li> <li>- Landscaping proposed</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Highway access</li> <li>- Distance to A12 or A120</li> <li>- Secondary school capacity</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially Significant Junction</li> <li>- Footpath access</li> </ul>
GRN6 - Land at Bridge Farm, 80 London Road, Braintree	Residential	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to PO</li> <li>- Distance to primary school and capacity</li> <li>- Landscaping proposed</li> </ul>	<ul style="list-style-type: none"> <li>- Loss of recreation</li> <li>- Accessible natural greenspace</li> <li>- Highway access</li> <li>- Secondary school capacity</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Close to historic landfill site</li> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Potentially Significant Junction</li> </ul>
<b>Witham</b>				

Sites	Potential Use	Positive	Negative	Other Issues to Address
WCH1 - Witham Glebe (Land adjacent to 'The Old Vicarage'), Chipping Hill, Witham	Not specified	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Distance to nearest GP</li> <li>- Distances to primary shopping area boundaries</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to Railway Stations and Train Regularity (significant)</li> <li>- Accessible location (significant)</li> <li>- Rail links (significant)</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to LoWS</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>- Greenfield</li> <li>- Visually Important Space.</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
WCH2 - Land at Gimsons, Kings Chase, Witham	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distance to nearest GP (significant)</li> <li>- Distances to primary shopping area boundaries</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location (significant)</li> <li>- Rail links (significant)</li> <li>- Distance to a primary</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to LoWS</li> <li>- Presence of TPOs on site</li> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Highway access - constrained from Newland Street</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Impact on Scheduled Monument / Listed Building /</li> </ul>	<ul style="list-style-type: none"> <li>- Contaminated land has been identified near to the pond</li> <li>- Capacities in sewage network</li> <li>- Identified potential risk from overland flow and/or surface water runoff and within 150m of historic sewer flooding</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>school</li> <li>- Distance to a secondary school</li> <li>- Capacity in nearest secondary school to support the size of development</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>- Visually Important Space</li> </ul>	
WCH3 - Bellfields, Braintree Road, Witham	Residential/Public Open Space	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distance to nearest GP</li> <li>- Distance to primary shopping area boundary</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to Railway Stations and Train Regularity (significant)</li> <li>- Accessible location (significant)</li> <li>- Rail links (significant)</li> <li>- Highways access</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school (significant)</li> <li>- Capacity in nearest primary school to support the size of development</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Northeast of the site is situated within a contaminated (land) area</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Capacity in nearest secondary school to support the size of development</li> <li>- PDL</li> </ul>		
WCH4 - Land at Shelleys, Blackwater Lane, Witham	OPen Air Storage	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Distances to primary shopping area boundaries</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location (significant)</li> <li>- Rail links (significant)</li> <li>- Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to LoWS</li> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Distance to a primary school</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- Within 100m of historic sewer flooding</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
WCH5 - Land to rear of 24-40c Church Street, Witham	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to nearest GP</li> <li>- Distances to primary shopping area boundaries</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to Railway Stations and Train Regularity (significant)</li> <li>- Accessible location (significant)</li> <li>- Rail links (significant)</li> <li>- Distance to a primary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>



Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Distance to a secondary school (significant)</li> <li>- PDL</li> </ul>		
WCH6 - Land between 38 and 50 Maldon Road	Open Space	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distances to primary shopping area boundaries</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location (significant)</li> <li>- Rail links (significant)</li> <li>- Highways access</li> <li>- Distance to a secondary school (significant)</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Distance to a primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Within 425m of historic sewer flooding</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
WCH7 - Rear of Braintree Road Ramsden Mills	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distance to nearest GP</li> <li>- Distances to primary shopping area boundaries</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to Railway Stations and Train Regularity (significant)</li> <li>- Accessible location</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Retail floorspace</li> <li>- Highways access</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Capacities in sewage network</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>(significant)</li> <li>- Rail links (significant)</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school (significant)</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Capacity in nearest secondary school to support the size of development</li> <li>- PDL</li> </ul>		
WCH8 - Coach House Way Newland Street	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Delivery of affordable housing</li> <li>- Distance to nearest GP (significant)</li> <li>- Distances to primary shopping area boundaries</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to Railway Stations and Train Regularity (significant)</li> <li>- Accessible location (significant)</li> <li>- Rail links (significant)</li> <li>- Highways access</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to a primary school</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Capacities in sewage network</li> <li>- Within 325m of historic sewer flooding</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Distance to a secondary school (significant)</li> <li>- Capacity in nearest secondary school to support the size of development</li> <li>- PDL</li> </ul>		
WCH9 - Land south of Maldon Road near rear of HSBC Bank 57 Newland Street		<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Delivery of affordable housing</li> <li>- Distance to nearest GP (significant)</li> <li>- Distances to primary shopping area boundaries</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to Railway Stations and Train Regularity (significant)</li> <li>- Accessible location (significant)</li> <li>- Rail links (significant)</li> <li>- Distance to a secondary school (significant)</li> <li>- Capacity in nearest secondary school to support the size of development</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Highways access</li> <li>- Distance to a primary school</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Capacities in sewage network</li> <li>- Within 325m of historic sewer flooding</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
WIN1 - Land adjacent	Residential	<ul style="list-style-type: none"> <li>- Delivery of affordable</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
Conrad Road, Witham		<ul style="list-style-type: none"> <li>housing (significant)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location (significant)</li> <li>- Rail links (significant)</li> <li>- Highways access</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school (significant)</li> <li>- Capacity in nearest secondary school to support the size of development</li> </ul>	<ul style="list-style-type: none"> <li>natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>natural greenspace</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
WIN7 - Forest Road Community Hall	Residential	<ul style="list-style-type: none"> <li>- Delivery of affordable housing</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location (significant)</li> <li>- Rail links (significant)</li> <li>- Highways access</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school (significant)</li> <li>- Capacity in nearest primary school to support</li> </ul>	<ul style="list-style-type: none"> <li>- Provision / suitability for community facilities</li> <li>- Distances to accessible natural greenspace</li> <li>- Loss of recreation (formal / informal), open space, allotments.</li> <li>- Distance to Railway Stations and Train Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Capacities in sewage network</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>the size of development</li> <li>- Capacity in nearest secondary school to support the size of development</li> <li>- PDL</li> </ul>		
WIS1 - Garden of Ullswater, Maldon Road, Witham	Amendment to Town Boundary/Residential	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location (significant)</li> <li>- Rail links (significant)</li> <li>- Distance to a secondary school (significant)</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Distance to a primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
WIS2 - Sunday Market Site, Constance Close, Witham	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distances to primary shopping area boundaries</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location (significant)</li> <li>- Rail links (significant)</li> <li>- Highways access</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school (significant)</li> <li>- Capacity in nearest secondary school to</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Loss of recreation (formal / informal), open space, allotments.</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to LNR</li> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Distance to A12 or A120 (air quality)</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- Contaminated land - Landfills and other waste disposal</li> <li>- Identified potential risk from overland flow and/or surface water runoff and w Within 225m of historic sewer flooding</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		support the size of development		
WIS3 - Land off Carraways, Witham	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distances to primary shopping area boundaries</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location (significant)</li> <li>- Rail links (significant)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- Within 200m of historic sewer flooding</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
WIS4 - Land at Barley Fields, Maltings Lane, Witham	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location (significant)</li> <li>- Rail links (significant)</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
WIS6 - Lodge Farm, Witham	Residential, commercial, community uses	<ul style="list-style-type: none"> <li>- Provision / suitability for community facilities</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp;</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Capacities in sewage network</li> <li>- Identified potential risk</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Rail links (significant)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>2)</li> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>from overland flow and/or surface water runoff</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
WIS7 - Little Croft, Maldon Road, Witham	Residential	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Rail links</li> <li>- Distance to a secondary school (significant)</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Distance to a primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Capacities in sewage network</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
WIS8 - Witham Fire Station, Hatfield Road, Witham	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Distance to nearest GP (significant)</li> <li>- Distance to primary shopping area boundary</li> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Accessible location (significant)</li> <li>- Rail links (significant)</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school (significant)</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Distance to Railway Stations and Train Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Capacities in sewage network</li> <li>- Within 475m of historic sewer flooding</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
WIS9 - Western Half of		<ul style="list-style-type: none"> <li>- Provision of community</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
Maltings Lane Development.		facilities - Nearest Post Offices - Delivery of affordable housing (significant) - Distances to employment sites (B1, B2, B8) - Distance to Bus Stops and Bus Regularity (significant) - Accessible location (significant) - Rail Links (significant) - Highways access - Distance to a primary school (significant) - Distance to a secondary school (significant) - Capacity in nearest primary school to support the size of development - Capacity in nearest secondary school to support the size of development	natural greenspace (significant) - Loss of recreation (formal / informal), open space, allotments. - Loss of high quality agricultural land (Grades 1 & 2) - Presence of TPOs on site - Distance to Railway Stations and Train Regularity - Greenfield land	natural greenspace - Capacities in sewage network - Identified potential risk from overland flow and/or surface water runoff - Impact on potentially Significant Junction for Air Quality
WIW1 - Land at Blunts Hall Road, Witham	Residential	- Nearest post office - Delivery of affordable housing (significant) - Distance to bus stops (significant) - Accessible location (significant) - Rail links (significant) - Highway access	- Distances to accessible natural greenspace (significant) - Loss of recreation - Loss of high quality agricultural land (Grades 1 & 2) - Distance to Railway Stations and Train Regularity	- Distances to accessible natural greenspace - Public Footpath 76 adjoins the east boundary of the site - Impact on potentially Significant Junction for Air Quality



Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Distance to Primary School</li> <li>- Distance to Secondary School (significant)</li> <li>- Capacity of nearest Secondary School</li> </ul>	<ul style="list-style-type: none"> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Greenfield / PDL</li> </ul>	
<b>Halstead</b>				
HAS1 - Footpath Between Parsonage Street and Colchester Road, Halstead	Segregated Footpath/ Cycleway and picnic area	<ul style="list-style-type: none"> <li>- New recreation (significant)</li> <li>- Footpaths (significant)</li> <li>- Cycleways (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to schools (significant)</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Groundwater protection zone</li> <li>- Visually Important Space</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially Significant Junction</li> </ul>
HAS10 - Nether Priors, Nether Court, Halstead	Residential	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Distances to primary shopping area and employment sites</li> <li>- Secondary school capacity</li> <li>- Proximity to GP and PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Presence of TPOs</li> <li>- Groundwater protection zone</li> <li>- Primary school capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Capacities in sewage network</li> <li>- Historic sewer flooding nearby</li> <li>- Potentially Significant Junction</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Highways access</li> <li>- PDL</li> </ul>		
HAS11 - Central Park, Colchester Road, Halstead	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to PO</li> <li>- Distances to employment sites</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Loss of recreation</li> <li>- Distance to a primary school</li> <li>- Groundwater protection zone</li> </ul>	<ul style="list-style-type: none"> <li>- Capacities in sewage network</li> <li>- Potentially Significant Junction</li> <li>- Educational capacity unknown</li> </ul>
HAS12 - Land adjacent to The Cedars, Sudbury Road, Halstead	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to schools (significant)</li> <li>- Distances to primary shopping area</li> <li>- Proximity to PO</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Primary school capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially Significant Junction</li> <li>- Secondary school capacity</li> </ul>
HAS13 - Land at Halstead Football Club, Butler Road, Halstead	Retail	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to schools (significant)</li> <li>- Increase in retail floorspace</li> </ul>	<ul style="list-style-type: none"> <li>- Loss of recreation</li> <li>- Groundwater protection zone</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Historic sewer flooding nearby</li> <li>- Potentially Significant Junction</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Distances to primary shopping area</li> <li>- Distances to employment sites</li> <li>- Proximity to PO</li> </ul>		
HAS14 - Football Ground, Rosemary Lane, Halstead	Formal Recreation / Mixed Use	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to schools (significant)</li> <li>- Distances to primary shopping area</li> <li>- Distances to employment sites</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Loss of recreation</li> <li>- Distance to a primary school</li> <li>- Groundwater protection zone</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Historic sewer flooding nearby</li> <li>- Potentially Significant Junction</li> <li>- Secondary school capacity</li> </ul>
HAS15 - Land at The Howe, Hedingham Road, Halstead	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to LoWS</li> <li>- Primary school capacity</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially Significant Junction</li> <li>- Secondary school capacity</li> </ul>
HAS2 - Land at Sloe Hill, Halstead	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to LoWS</li> <li>- Primary school capacity</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially Significant Junction</li> <li>- Secondary school capacity</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Distance to primary school</li> <li>- Distances to primary shopping area</li> <li>- Distances to employment sites</li> <li>- Proximity to PO</li> </ul>		
HAS25 - Land off Cherry Tree Close, Halstead	Residential	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Secondary school capacity</li> <li>- Distances to primary shopping area</li> <li>- Distances to employment sites</li> <li>- Proximity to PO</li> <li>- Highway access</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Primary school capacity</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially Significant Junction</li> </ul>
HAS3 - Land between Mill Chase and Sudbury Road, Halstead	Residential	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to schools (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Primary school capacity</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Unidentified contamination may exist</li> <li>- Historic sewer flooding nearby</li> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Potentially Significant Junction</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Secondary school capacity</li> <li>- Distances to primary shopping area</li> <li>- Proximity to PO</li> <li>- Highway access</li> </ul>		
HAS30 - Land near Wash Farm, Hedingham Road, Halstead	Residential	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Distances to primary shopping area</li> <li>- Distances to employment sites</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Presence of TPOs</li> <li>- Primary school capacity</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Secondary school capacity</li> <li>- Potentially Significant Junction</li> </ul>
HAS34 - EMD Site Kings Road Halstead	Retail	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to schools (significant)</li> <li>- Increase in retail floorspace</li> <li>- Distances to primary shopping area</li> <li>- Distances to employment</li> </ul>	<ul style="list-style-type: none"> <li>- Groundwater protection zone</li> <li>- Risk of flooding</li> </ul>	<ul style="list-style-type: none"> <li>- Historic sewer flooding nearby</li> <li>- Potentially Significant Junction</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		sites - Proximity to PO - PDL		
HAS4 - Land adjoining Cherry Tree Close and Beech Avenue, Halstead	Residential with informal recreation and landscaping	- Affordable housing (significant) - Proximity to public transport – bus (significant) - Accessible location (significant) - Distance to secondary school (significant) - Distance to primary school - Secondary school capacity - Distances to employment sites - Proximity to PO	- Accessible natural greenspace (significant) - Distance to LoWS - Highways access - Primary school capacity - Greenfield - Landscape sensitivity	- Potentially Significant Junction
HAS5 - Land adjoining Churchill Avenue, Halstead	Residential	- Affordable housing (significant) - Proximity to public transport – bus (significant) - Accessible location (significant) - Distance to schools (significant) - Secondary school capacity - Proximity to PO	- Accessible natural greenspace - Loss of recreation - Distance to LoWS - Highways access - Primary school capacity - Greenfield - Landscape sensitivity	- Potentially Significant Junction - Footpath access - Unknown landfill is located close to site
HAS6 - Land to north of Bluebridge Industrial Estate, Halstead	Extension of Industrial Estate	- Proximity to public transport – bus (significant)	- Loss of agricultural land - Greenfield - Landscape sensitivity	- Potentially Significant Junction

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Distances to employment sites</li> </ul>		
HAS7 - Land at Fenn Road, Halstead	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Distances to employment sites</li> <li>- Secondary school capacity</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Primary school capacity</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially Significant Junction</li> <li>- Secondary school capacity unknown</li> </ul>
HAS8 - Land north of Sloe Hill, Halstead	Residential	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Distances to primary shopping area</li> <li>- Distances to employment</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to LoWS (significant)</li> <li>- Accessible natural greenspace</li> <li>- Highways access</li> <li>- Primary school capacity</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially Significant Junction</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>sites</li> <li>- Secondary school capacity</li> <li>- Proximity to PO and GP</li> </ul>		
HAS9 - Hunwick Engineering Site, Kings Road, Halstead	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to schools (significant)</li> <li>- Distances to primary shopping area</li> <li>- Distances to employment sites</li> <li>- Secondary school capacity</li> <li>- Proximity to PO</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity</li> <li>- Historic sewer flooding nearby</li> <li>- Potentially Significant Junction</li> </ul>
HTR1 - Land adjoining Mount Hill, Halstead	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distance to nearest GP</li> <li>- Distance to Bus Stops and Bus Regularity(significant)</li> <li>- Capacity in nearest secondary school to support the size of development</li> <li>- Highways access</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- Identified potential risk from overland flow and/or surface water runoff and within 500m of historic sewer flooding</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>



Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>school (significant)</li> <li>- Accessible location (significant)</li> </ul>		
HTR2 - Land to the north/east of Oak Road, Halstead	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Delivery of affordable housing (significant)</li> <li>- Capacity in nearest secondary school to support the size of development</li> <li>- Accessible location (significant)</li> <li>- Highways access</li> <li>- Distance to a secondary school (significant)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to a primary school</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
HTR3 - Blamsters, Mount Hill, Halstead	Residential - special needs	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Delivery of affordable housing (significant)</li> <li>- Additional capacity in or of care homes</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location (significant)</li> <li>- Highways access</li> <li>- Distance to a primary school</li> <li>- Capacity in nearest secondary school to</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- Public Footpath 7 adjoins the boundary of the site</li> <li>- Capacities in sewage network</li> <li>- identified potential risk from overland flow and/or surface water runoff</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>support the size of development</li> <li>- Distance to a secondary school (significant)</li> </ul>		
HTR4 - Old Tyre Depot, rear of 41 Chapel Hill, Halstead	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Distance to nearest GP</li> <li>- Distances to primary shopping area boundaries</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school (significant)</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to LoWS</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
HTR5 - Crowbridge Farm, Chapel Hill, Halstead	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distances to primary shopping area boundaries</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location (significant)</li> <li>- Capacity in nearest</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to LoWS</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>- Greenfield</li> <li>- Sensitivity to change in the</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		secondary school to support the size of development - Distance to a secondary school (significant) - Distance to a primary school (significant)	LCA	
HTR6 - Land at and rear of Senior Citizens Centre, Halstead	Residential	- Nearest Post Offices - Distance to nearest GP (significant) - Distances to primary shopping area boundaries - Distances to employment sites (B1, B2, B8) - Distance to Bus Stops and Bus Regularity (significant) - Accessible location (significant) - Distance to a primary school (significant) - Distance to a secondary school (significant) - PDL	- Distances to accessible natural greenspace - Loss of recreation (formal / informal), open space, allotments. - Capacity in nearest primary school to support the size of development - Groundwater protection zone.	- Impact on potentially Significant Junction for Air Quality - 5 counts of historic sewer flooding within 500m
HTR7 -83 Chapel Hill, Halstead	Residential	- Nearest Post Offices - Distance to nearest GP - Distances to primary shopping area boundaries - Distances to employment sites (B1, B2, B8) - Distance to Bus Stops and Bus Regularity (significant)	- Distances to accessible natural greenspace - Distance to LoWS (significant) - Capacity in nearest primary school to support the size of development - Sensitivity to change in the LCA	- Impact on potentially Significant Junction for Air Quality

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Greenfield land</li> </ul>	

**Table 6: Appraisal Summaries of Sites in Settlements from Alphamstone to Cressing**

Sites	Potential Use	Positive	Negative	Other Issues to Address
<b>Alphamstone</b>				
ALP1 - Land adj (SW) Coppins Farm, Alphamstone	Residential/Live-work Units		<ul style="list-style-type: none"> <li>- Accessibility</li> <li>- Proximity to public transport</li> <li>- Proximity to education</li> <li>- Sensitive landscape</li> </ul>	- N/A
ALP2 - Land adj (NE) Coppins Farm, Alphamstone	Residential/Live-work Units		<ul style="list-style-type: none"> <li>- Accessibility</li> <li>- Proximity to s public transport</li> <li>- Proximity to education</li> <li>- Sensitive landscape</li> </ul>	- N/A
<b>Ashen</b>				
ASH1 - Land at Foxes Road (opposite Pannells Ash), Ashen	Amendment to Village Envelope		<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Greenfield</li> <li>- Proximity to education</li> <li>- Proximity to public transport</li> <li>- Sensitive landscape</li> </ul>	- N/A
ASH2 - Land between Upper Farm Road and Foxes Lane, Ashen	Residential/Potential Village Hall & Play Area site	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Provision of recreational</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Proximity to education</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
		area (significant)	<ul style="list-style-type: none"> <li>- Proximity to public transport</li> <li>- Loss of agricultural land</li> <li>- Greenfield</li> <li>- Sensitive landscape</li> </ul>	
ASH3 - Land at Street Farm, Ashen	Residential	<ul style="list-style-type: none"> <li>- Affordable housing</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Proximity to education</li> <li>- Proximity to public transport</li> <li>- Loss of agricultural land</li> <li>- Greenfield</li> <li>- Sensitive landscape</li> </ul>	- N/A
ASH4 - Land south of Foxes Road/north of landing strip, Ashen	Residential/mixed use		<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Proximity to education</li> <li>- Proximity to public transport</li> <li>- Loss of agricultural land</li> <li>- Greenfield</li> <li>- Sensitive landscape</li> </ul>	- N/A
ASH5 - Land West and South of Chelwick House (formerly Highland House), The Street, Ashen	Amendment to Village Envelope	- Proximity to PO	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Proximity to education</li> <li>- Proximity to public transport</li> <li>- Loss of agricultural land</li> <li>- Impact on historic environment</li> <li>- Sensitive landscape</li> </ul>	- N/A
ASH6 - Land at Chelwick House (formerly Hyland House), The Street, Ashen	Residential	- Proximity to PO	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Proximity to education</li> <li>- Proximity to public transport</li> <li>- Loss of agricultural land</li> <li>- Impact on historic environment</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
			- Sensitive landscape	
<b>Birdbrook</b>				
BIR1A - The Street, Birdbrook	Re-instatement of Village Envelope	<ul style="list-style-type: none"> <li>- Distance to public transport</li> <li>- On PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Groundwater Protection Zone</li> <li>- Proximity to education</li> <li>- Accessible location (in countryside)</li> <li>- Sensitive landscape</li> </ul>	- N/A
BIR1B - Moat Road, Birdbrook	Re-instatement of Village Envelope	<ul style="list-style-type: none"> <li>- Distance to public transport</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Groundwater Protection Zone</li> <li>- Proximity to education</li> <li>- Accessible location (in countryside)</li> <li>- Sensitive landscape</li> </ul>	- N/A
<b>Black Notley</b>				
BLA1 - Hill House, 9 Witham Road, Black Notley		<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport - bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Greenfield</li> <li>- Sensitive landscape</li> <li>- Educational capacity</li> </ul>	- N/A
BLA10 - Woodlands Manor Hotel, Lynderswood Lane,	Hotel or Residential Care	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Proximity to LoWS</li> <li>- Proximity to ancient</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
Black Notley	Home	<ul style="list-style-type: none"> <li>- Additional capacity of care homes</li> </ul>	<ul style="list-style-type: none"> <li>- woodland</li> <li>- Proximity to education</li> <li>- Accessible natural greenspace</li> <li>- Greenfield</li> </ul>	
BLA11 - Land at Row Green, Braintree	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport - bus (significant)</li> <li>- Distance to schools (significant)</li> <li>- Affordable housing</li> <li>- Proximity to GP</li> <li>- Highway access</li> </ul>	<ul style="list-style-type: none"> <li>- Greenfield</li> <li>- Educational capacity</li> <li>- Accessible natural greenspace</li> <li>- Agricultural land</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Potential risk from overland flow/surface water runoff</li> </ul>
BLA12 - Land at Hayeswood Farm, Great Notley	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport - bus (significant)</li> <li>- Distance to schools (significant)</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to A12/A120</li> <li>- Greenfield</li> <li>- Contaminated land potential</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Potential risk from overland flow/surface water runoff</li> <li>- Educational capacity unknown</li> <li>- Footpath access</li> </ul>
BLA13 - Land at and rear of 279 London Road, Black Notley	Residential	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Accessible location (significant)</li> <li>- Proximity to public transport - bus (significant)</li> <li>- Distance to schools (significant)</li> <li>- Highway access</li> </ul>	<ul style="list-style-type: none"> <li>- Greenfield</li> <li>- Educational capacity</li> <li>- Accessible natural greenspace</li> <li>- Agricultural land</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Potential risk from overland flow/surface water runoff</li> <li>-</li> </ul>
BLA14 - Land south of 119	Residential	<ul style="list-style-type: none"> <li>- Accessible location</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
London Road, Braintree		(significant) - Proximity to public transport - bus (significant) - Distance to secondary school (significant) - Distance to primary school - Proximity to employment sites	greenspace - Educational capacity - Greenfield - TPO on site	junctions - Potential risk from overland flow/surface water runoff
BLA2 - Land at junction of Bakers Lane and London Road, Great Notley	Residential/Employment	- Affordable housing (significant) - Accessible location (significant) - Proximity to public transport - bus (significant) - Distance to secondary school (significant) - Distance to primary school - Proximity to PO and GP - Highway access	- Greenfield - Educational capacity - Accessible natural greenspace - Agricultural land	- Potentially significant junctions - Potential risk from overland flow/surface water runoff -
BLA3 - Land fronting Brain Valley Avenue, Black Notley	Residential	- Proximity to public transport - bus (significant) - Distance to secondary school (significant) - Proximity to PO	- Accessible natural greenspace (significant) - Distance to primary school - Educational capacity - Greenfield - Sensitive landscape	- Potentially significant junctions - Accessible location uncertain -
BLA4 - Lynderswood Farm, London Road, Braintree	Allocation of Employment Site	- Proximity to public transport - bus (significant)	- Proximity to LoWS - Proximity to ancient woodland - Greenfield	- Potentially significant junctions - Accessible location uncertain
BLA5 - Land at Great Notley (south of A120,	Mixed Use	- Affordable housing (significant)	- Greenfield - Educational capacity	- Footpath access - Potentially significant



Sites	Potential Use	Positive	Negative	Other Issues to Address
north of Dragnets Lane, east of London Road, west of Church Road/Buck Hill)		<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Proximity to GP</li> <li>- Highway access</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Agricultural land</li> <li>- Distance from A12/A120</li> </ul>	<ul style="list-style-type: none"> <li>- junctions</li> <li>- Potential risk from overland flow/surface water runoff</li> <li>- Identify type of mixed use</li> </ul>
BLA6 169 London Road, Braintree	Residential	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity</li> <li>- Accessible natural greenspace</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Potential risk from overland flow/surface water runoff</li> <li>-</li> </ul>
BLA7 - Land at Ludham Hall, Braintree	Residential/Mixed Use	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Accessible location (significant)</li> <li>- Proximity to public transport (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Highway access</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity</li> <li>- Greenfield</li> <li>- Accessible natural greenspace</li> </ul>	<ul style="list-style-type: none"> <li>- Footpath access</li> <li>- Potentially significant junctions</li> <li>- Potential risk from overland flow/surface water runoff</li> </ul>
BLA8 - Oatlands, Ludham Hall Lane, Braintree	Residential/Mixed Use	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Accessible location (significant)</li> <li>- Proximity to public transport (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity</li> <li>- Accessible natural greenspace</li> </ul>	<ul style="list-style-type: none"> <li>- Footpath access</li> <li>- Potentially significant junctions</li> <li>- Potential risk from overland flow/surface water runoff</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Highway access</li> <li>- PDL</li> </ul>		
BLA9 - Land at Hayeswood Farm, Braintree	Residential/Mixed Use	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport (significant)</li> <li>- Distance to schools (significant)</li> <li>- Highway access</li> </ul>	<ul style="list-style-type: none"> <li>- Greenfield</li> <li>- Accessible natural greenspace</li> <li>- Contaminated land potential</li> <li>- Distance from A12/A120</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> <li>- Contamination</li> <li>- Footpath access</li> <li>- Potentially significant junctions</li> <li>- Potential risk from overland flow/surface water runoff</li> </ul>
<b>Belchamp Otten</b>				
BLO1 - Land north of The Street, Belchamp Otten	Village Envelope Amendment	<ul style="list-style-type: none"> <li>- Distance to schools</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Proximity to public transport</li> <li>- Greenfield</li> <li>- Sensitive landscape</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
BLO2 - Land adjoining 2 Windmill Council House, Belchamp Otten	Amendment to Village Envelope		<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Proximity to public transport</li> <li>- Distance to schools</li> <li>- Greenfield</li> <li>- Sensitive landscape</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
BLO3 - Land to east of The Windmill, The Street, Belchamp Otten	Residential	<ul style="list-style-type: none"> <li>- Distance to primary schools</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Agricultural land</li> <li>- Greenfield</li> <li>- Sensitive landscape</li> <li>- Proximity to public transport</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
			- Distance to secondary schools	
BLO4 - Land adjacent to Branfields, The Street, Belchamp Otten	Residential		<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Distance to LoWS</li> <li>- Agricultural land</li> <li>- Greenfield</li> <li>- Sensitive landscape</li> <li>- Proximity to public transport</li> <li>- Distance to schools</li> </ul>	- N/A
BLO5 - Land at junction of The Street and road to Puttock End, Belchamp Otten	Residential		<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Agricultural land</li> <li>- Greenfield</li> <li>- Sensitive landscape</li> <li>- Proximity to public transport</li> <li>- Distance to schools</li> <li>- Impact on historic environment</li> </ul>	- N/A
BLO6 - Land between High Hall and Wayside Cottage, The Street, Belchamp Otten	Residential		<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Agricultural land</li> <li>- Greenfield</li> <li>- Sensitive landscape</li> <li>- Proximity to public transport</li> <li>- Distance to schools</li> <li>- Impact on historic environment</li> </ul>	- N/A
BLO7 - Land fronting The Street, opposite High Hall, Belchamp Otten	Residential		<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Agricultural land</li> <li>- Greenfield</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>- Sensitive landscape</li> <li>- Proximity to public transport</li> <li>- Distance to schools</li> <li>- Impact on historic environment</li> </ul>	
<b>Belchamp St Paul</b>				
BLS1 – Church Street, Belchamp St Paul	Residential/ Village Envelope		<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Greenfield</li> <li>- Sensitive landscape</li> <li>- Proximity to public transport</li> <li>- Distance to schools</li> </ul>	- N/A
<b>Bulmer Tye</b>				
BUL1- Land East of St. Andrews Rise, Bulmer	Not Specified	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to PO</li> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Distance to education</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> </ul>	- N/A
BUL2 – Land (works) opposite Blacksmiths Lane, Bulmer Tye	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to a primary school</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Distance to secondary education</li> <li>- Landscape sensitivity</li> </ul>	- N/A
BUL3 – Land at Keys Barns, Church Road, Bulmer Tye	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to a primary school (significant)</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Distance to secondary education</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
BUL4 – Land at junction of Church Road and A131, Bulmer Tye	Not Specified	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to a primary school</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace (significant)</li> <li>- Distance to secondary education</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> </ul>	- N/A
BUR1 – Land rear of Windy Ridge Colne Road	Not Specified	<ul style="list-style-type: none"> <li>- Distance to railway station (significant)</li> <li>- Proximity to bus services</li> <li>- Proximity to PO and GP</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to education</li> <li>- Groundwater protection zone</li> <li>- Landscape sensitivity</li> </ul>	- N/A
BUR2- Colchester Road		<ul style="list-style-type: none"> <li>- Distance to railway station (significant)</li> <li>- Proximity to bus services</li> <li>- Proximity to PO and GP</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Distance to education</li> <li>- Groundwater protection zone</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> </ul>	- N/A
<b>Castle Hedingham</b>				
CAS1 – Land to rear of 118-132 Nunnery Street, Castle Hedingham	Amendment to Village Envelope	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Groundwater protection zone</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> </ul>	- N/A
CAS2 – Land north of Nunnery Street, Castle	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> </ul>	- Educational capacity unknown

Sites	Potential Use	Positive	Negative	Other Issues to Address
Hedingham		<ul style="list-style-type: none"> <li>(significant)</li> <li>- Distance to schools (significant)</li> <li>- Proximity to PO and GP</li> </ul>	<ul style="list-style-type: none"> <li>- Groundwater protection zone</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> <li>- Loss of agricultural land</li> </ul>	-
CAS3 – Colne Valley Railway, Castle Hedingham	Recreation/tourism + residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to schools (significant)</li> <li>- Proximity to PO and GP</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Groundwater protection zone</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> </ul>	- Educational capacity unknown
CAS4A – Recreation Field, Sudbury Hill, Castle Hedingham	Residential (Recreation field to be re-located to rear of Village Hall, Church Lane – CAS4B)	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- School capacities</li> <li>- Proximity to GP (significant)</li> <li>- Proximity to PO</li> <li>- Highways</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Loss of recreation</li> <li>- Accessible natural greenspace</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> </ul>	- N/A
CAS4B - Rear of Village Hall, Church Lane, Castle Hedingham	Recreation	<ul style="list-style-type: none"> <li>- New recreation (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Impact on LoWS (significant)</li> <li>- Accessible natural greenspace</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> </ul>	- N/A
CAS5 – Pump House, Sudbury Hill, Castle	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
Hedingham		<ul style="list-style-type: none"> <li>(significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Distance to primary school</li> <li>- Highways access</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Loss of recreation</li> <li>- Accessible natural greenspace</li> <li>- Landscape sensitivity</li> </ul>	
CAS6 – Land rear of 108 – 132 Nunnery Street, Castle Hedingham	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to schools (significant)</li> <li>- Proximity to PO and GP</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Groundwater protection zone</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
<b>Coggeshall</b>				
COG1 – Land inside the Coggeshall Bypass (east of village)	Urban extension (residential/mixed use)	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Accessible location</li> <li>- Distance to primary school</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Highways access</li> <li>- Educational capacity</li> <li>- Distance to A12/A120</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
COG10 – Cricket Ground, Land south of West Street, Coggeshall	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Accessible location</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Distance to primary school</li> <li>- Educational capacity</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
COG11 – Coggeshall Glebe (to rear of no.s 32 to 78) West Street, Coggeshall	Not specified	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Accessible location</li> <li>- Proximity to PO</li> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Distance to primary school</li> <li>- Educational capacity</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
COG12 – Cookfield, East Street, Coggeshall	Residential	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location</li> <li>- Distance to schools (significant)</li> <li>- Proximity to PO and GP</li> <li>- Distances to primary shopping area</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Impact on historic environment</li> <li>- Educational capacity</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> <li>- TPO</li> <li>- Highway access</li> <li>- Distance to employment</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
COG13 – Land north of West Street (at Highfields), Coggeshall	Residential	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to PO and GP</li> <li>- Distances to primary shopping area</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Agricultural land</li> <li>- Educational capacity</li> <li>- Distance to primary school</li> <li>- TPO</li> <li>- Highway access</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Footpath access</li> </ul>



Sites	Potential Use	Positive	Negative	Other Issues to Address
			- Landscape sensitivity	
COG14 – Land north of A120, adj 63 Colchester Road, Coggeshall	Residential/mixed use/employment	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Agricultural land</li> <li>- Educational capacity</li> <li>- Distance to primary school</li> <li>- Distance to A12/A120</li> <li>- Greenfield</li> <li>- Highway access</li> </ul>	- N/A
COG15 – Land off A120, Colne Road, Coggeshall	Mixed Use Redevelopment	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Proximity to PO</li> <li>- Accessible location</li> <li>- Highways access</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to A12/A120</li> <li>- Educational capacity</li> <li>- Agricultural land</li> </ul>	- Mixed uses unknown
COG16 -	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Affordable housing</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Impact on LoWS</li> <li>- Accessible natural greenspace</li> <li>- Distance to A12/A120</li> <li>- Educational capacity</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Proximity to PO</li> <li>- PDL</li> </ul>		
COG17-	Residential	<ul style="list-style-type: none"> <li>- Distance to schools (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Affordable housing</li> <li>- Accessible Location</li> <li>- Proximity to PO and GP</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace (significant)</li> <li>- Distance to employment</li> <li>- TPO</li> <li>- Educational capacity</li> </ul>	- N/A
COG18-	Residential	<ul style="list-style-type: none"> <li>- Distance to schools (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Affordable housing</li> <li>- Proximity to PO and GP</li> <li>- Distances to primary shopping area</li> <li>- Accessible Location</li> <li>- Highways access</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace (significant)</li> <li>- Distance to employment</li> <li>- TPO</li> <li>- Educational capacity</li> </ul>	- N/A
COG19-	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Distance to primary school</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Highways access</li> <li>- Educational capacity</li> <li>- TPO</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Distances to primary shopping area</li> <li>- PDL</li> </ul>		
COG2 - Land at Porters House P.H., Colchester Road, Surrex	Residential/ Village Envelope Designation	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Affordable housing</li> <li>- Highways access</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Loss of agricultural land</li> <li>- Accessible location</li> <li>- Distance to primary school</li> <li>- Educational capacity</li> <li>- Distance to A12/A120</li> </ul>	- N/A
COG20 – SHLAA large site	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Affordable housing</li> <li>- Distance to primary school</li> <li>- Accessible location</li> <li>- PDL</li> <li>- Distances to primary shopping area</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Highways access</li> <li>- Educational capacity</li> </ul>	- N/A
COG3 – Land at Grange Farm, Kelvedon Road, Coggeshall	Residential	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Loss of agricultural land</li> <li>- Highways access</li> <li>- Distance to employment</li> <li>- Educational capacity</li> <li>- Distance to primary school</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Proximity to PO and GP</li> <li>- Distances to primary shopping area</li> </ul>	<ul style="list-style-type: none"> <li>- Greenfield</li> </ul>	
COG4 – Land inside the Coggeshall Bypass (north of Village)	Residential	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to PO and GP</li> <li>- Accessible location</li> <li>- Distance to primary school</li> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Impact of LoWS</li> <li>- Highways access</li> <li>- Educational capacity</li> <li>- Distance to A12/A120</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Historic sewer flooding nearby</li> </ul>
COG5 – Land between Colchester Road and Old Road, Surrex	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Affordable housing</li> <li>- Highways access</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Accessible location</li> <li>- Distance to primary school</li> <li>- Educational capacity</li> <li>- Distance to A12/A120</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
COG6 – Land at West Street, Coggeshall	Residential	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to GP (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Impact of historic environment (significant)</li> <li>- Impact of protected lanes</li> <li>- Accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Distance to primary school</li> <li>- Educational capacity</li> <li>- Distance to A12/A120</li> </ul>	<ul style="list-style-type: none"> <li>- Footpath access</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Proximity to PO</li> <li>- Highways access</li> <li>- Accessible location</li> <li>- Distance to primary shopping area</li> </ul>	<ul style="list-style-type: none"> <li>- Greenfield</li> </ul>	
COG7 – Land adjacent to Colne Road and A120 bypass, Coggeshall	Mixed Use	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Accessible location</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Highways access</li> <li>- Educational capacity</li> <li>- Distance to A12/A120</li> <li>- Greenfield</li> <li>-</li> </ul>	- N/A
COG8 -6 4 East Street, Coggeshall	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to schools (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Proximity to PO</li> <li>- Highways access</li> <li>- Accessible location</li> <li>- Distance to primary shopping area</li> <li>- Highways access</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Impact of historic environment (significant)</li> <li>- Educational capacity</li> <li>- Distance to employment sites</li> </ul>	- N/A
COG9 – Land North of	Residential	<ul style="list-style-type: none"> <li>- Affordable housing</li> </ul>	<ul style="list-style-type: none"> <li>- Impact of historic</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
Robinsbridge Road, Coggeshall		(significant) - Proximity to public transport – bus (significant) - Distance to secondary school (significant) - Proximity to GP (significant) - Proximity to PO - Accessible location - Distance to primary shopping area -	environment (significant) - Distance to LoWS (significant) - Impact of protected lanes - Accessible natural greenspace - Loss of agricultural land - Highways access - Distance to primary school - Educational capacity - Distance to A12/A120 - Greenfield	
<b>Colne Engine</b>				
COL1 – Land at Brook Street, Colne Engine	Residential	- Distance to schools	- Accessible natural greenspace (significant) - Distance to LoWS - Educational capacity - Greenfield - Landscape sensitivity - Proximity to public transport – bus	- N/A
COL2 – Land at Brook Farm, Station Road, Colne Engine	Residential	- Distance to schools	- Accessible natural greenspace (significant) - Educational capacity - Greenfield - Landscape sensitivity - Proximity to public transport – bus	- N/A
COL3 – Land adjacent to Bluebridge Industrial Park,	Extension to Industrial Park	- Accessible location (significant)	- Greenfield - Landscape sensitivity	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
Halstead		<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to employment sites</li> <li>- Proximity to PO</li> </ul>		
COL4 – Land between Pebmarsh Road and Church Street, Colne Engaine	Residential	<ul style="list-style-type: none"> <li>- Distance to primary school (significant)</li> <li>- Distance to secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Educational capacity</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	- N/A
<b>Cressing</b>				
CRE1 – Land between Leyfield and Derrygowna, Braintree Road, Tye Green, Cressing	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to PO</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Educational capacity</li> <li>- Distance to railway station</li> <li>- Loss of agricultural land</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	- Accessible natural greenspace
CRE10 – The Firs, 9 Stilemans Wood, Cressing Road, Braintree	Not Specified	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Distance to primary shopping area and employment sites</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to railway station</li> <li>- Loss of agricultural land</li> <li>- Greenfield</li> <li>- Distance to A12/A120</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Educational capacity unknown</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
CRE11- 1 Oak Corner, Shelleys Lane, Braintree Road, Tye Green, Cressing	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Proximity to PO</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Educational capacity</li> <li>- Loss of agricultural land</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Accessible natural greenspace</li> <li>- Educational capacity</li> </ul>
CRE12 – Land South of Tye Green, Cressing	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Distance to schools (significant)</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Educational capacity</li> <li>- Loss of agricultural land</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Educational capacity</li> </ul>
CRE13 –(Temple Border) Land east and southeast of Braintree	Urban Extension	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Distance to schools (significant)</li> <li>- Provision of community facilities</li> <li>- Proximity to PO</li> <li>- Distance to primary shopping area and employment sites</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Distance to LoWS (significant)</li> <li>- Distance to ancient woodland (significant)</li> <li>- Accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Highways access</li> <li>- Distance to A12/A120</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially contaminated land</li> <li>- Potentially significant junctions</li> <li>- Educational capacity unknown</li> </ul>
CRE14 – Leyfield, Cressing	Residential/empl	<ul style="list-style-type: none"> <li>- Proximity to public</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural</li> </ul>



Sites	Potential Use	Positive	Negative	Other Issues to Address
	oyment	transport – bus (significant) - Distance to secondary school (significant) - Distance to primary school - Proximity to PO	greenspace (significant) - Loss of agricultural land - Distance to railway station - Educational capacity - Greenfield - Landscape sensitivity	greenspace - Educational capacity - Potentially significant junctions -
CRE15 -		- Accessible location (significant) - Proximity to public transport – bus + rail (significant) - Distance to secondary school (significant) - Distance to primary school - Distance to primary shopping area and employment sites - Affordable housing - Proximity to PO - Highways access	- Accessible natural greenspace - Loss of agricultural land - Presence of TPO - Distance to A12/A120 - Greenfield	- Capacities in sewage network - Potentially significant junctions - Educational capacity unknown
CRE16 – Land south of Millennium Way, Braintree	Retail/ commercial	- Accessible location (significant) - Proximity to public transport – bus + rail (significant) - Increase in retail floorspace - Distances to primary shopping area and employment sites - Proximity to PO	- Loss of agricultural land - Distance to A12/A120 - Greenfield - Landscape sensitivity	- Potentially significant junctions

Sites	Potential Use	Positive	Negative	Other Issues to Address
CRE17 – Land opposite Hoppit House, Braintree Road, Cressing	Retail/ commercial	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Increase in retail floorspace</li> <li>- Distances to primary shopping area</li> <li>- Accessible location</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to railway stations</li> <li>- Loss of agricultural land</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> </ul>
CRE2 – Land at Appletree Farm, Cressing	Residential/ Mixed Use/ Employment	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to PO</li> <li>- Distance to school</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Loss of agricultural land</li> <li>- Distance to railway station</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> </ul>
CRE3 – The Stables, Long Green, Braintree	Transport, employment and residential uses	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Increase in retail floorspace</li> <li>- Accessible location</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Loss of agricultural land</li> <li>- Distance to railway station</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Educational capacity unknown</li> <li>- Potential risk from overland flow and/or surface water runoff</li> </ul>
CRE4A – Land to the North and West of Tye Green	Residential and Employment	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Accessible location</li> <li>- Proximity to PO</li> <li>- Distances to primary</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace (significant)</li> <li>- Loss of agricultural land</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Educational capacity unknown</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		shopping area and employment sites		
CRE4B – Land to the north and west of Tye Green	Open space associated with CRE4A	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus + rail (significant)</li> <li>- Proximity to PO</li> <li>- Distances to primary shopping area and employment sites</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> </ul>
CRE5 – Land north east and east of Tye Green	Residential and employment	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to schools (significant)</li> <li>- Proximity to PO</li> <li>- Distances to primary shopping area and employment sites</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Loss of agricultural land</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Educational capacity unknown</li> </ul>
CRE6 – Land to the east of A120, Braintree	Residential and employment	<ul style="list-style-type: none"> <li>- Accessible location (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to schools (significant)</li> <li>- Proximity to PO</li> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Distance to LoWS</li> <li>- Distance to Ancient Woodland</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> <li>- Distance to A12/A120</li> <li>- Highway access</li> <li>- Distance to railway station</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Footpath access</li> <li>- Educational capacity unknown</li> </ul>
CRE7 – Car Park for Ashes Garage, Ashes Road, Cressing	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Loss of agricultural land</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Educational capacity</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Distance to secondary school (significant)</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Greenfield</li> <li>- Landscape sensitivity</li> <li>- Distance to railway station</li> <li>- Distances to primary shopping area and employment sites</li> <li>- Distance to primary school and capacity</li> </ul>	unknown
CRE8 – Ashes Garage, Ashes Road, Cressing	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Loss of agricultural land</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> <li>- Distance to railway station</li> <li>- Distances to primary shopping area and employment sites</li> <li>- Distance to primary school and capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Educational capacity unknown</li> </ul>
CRE9 – Ashes Farm, Ashes Road, Cressing	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Loss of agricultural land</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> <li>- Distance to railway station</li> <li>- Distances to primary shopping area and employment sites</li> <li>- Distance to primary school and capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially significant junctions</li> <li>- Educational capacity unknown</li> </ul>

**Table 7: Appraisal Summaries of Sites in Settlements from Earls Colne to Great Yeldham**

Sites	Potential Use	Positive	Negative	Other Issues to Address
<b>Earls Colne</b>				
EAR1 - Land South of Halstead Road, Earls Colne	Residential/ public amenity space/open space	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Accessible location</li> <li>- Distance to schools</li> <li>- Proximity to PO</li> <li>- Distances to employment sites</li> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
EAR10 - Land adjacent to 40 Halstead Road, Earls Colne	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to PO and GP</li> <li>- Affordable housing</li> <li>- Distances to employment sites</li> <li>- Accessible location</li> <li>- Distance to secondary school</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> <li>- Highways access</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Adjacent to an identified historic landfill site</li> </ul>
EAR11 - Chestnuts, Station Road, Earls Colne	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to PO and GP</li> <li>- Distances to employment</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace (significant)</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>sites</li> <li>- Distance to secondary school</li> <li>- Accessible location</li> <li>- Highways access</li> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>- Landscape sensitivity</li> <li>- Distance to primary school</li> </ul>	
EAR12 - Colne House Farm, Station Road, Earls Colne	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to PO and GP</li> <li>- Distances to employment sites</li> <li>- Distance to secondary school</li> <li>- Accessible location</li> <li>- Highways access</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace (significant)</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
EAR13 - Land at Earls Colne Business Park (opposite airfield), Earls Colne	Not specified	<ul style="list-style-type: none"> <li>- Distance to secondary school</li> <li>- Distance to employment sites</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Proximity to GP</li> <li>- Loss of agricultural land</li> <li>- Landscape sensitivity</li> <li>- Distance to railway station</li> <li>- Distances to bus services</li> <li>- Distance to primary shopping area</li> <li>- Distance to primary school and capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Greenfield or PDL</li> <li>- Educational capacity unknown</li> </ul>
EAR14 - Riverside	Extension to	<ul style="list-style-type: none"> <li>- Proximity to public</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
Business Park, Earls Colne	Business Park	<ul style="list-style-type: none"> <li>transport – bus (significant)</li> <li>- Proximity to PO</li> <li>- Accessible location</li> <li>- Distance to schools</li> </ul>	<ul style="list-style-type: none"> <li>greenspace (significant)</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	
EAR15 - Land to rear of Lower Holt Street, Earls Colne	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to PO</li> <li>- Accessible location</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Distance to secondary school</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
EAR16 - Site at Tey Road (Peeks's Corner), Earls Colne	Travellers Site	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> <li>- Distance to railway station</li> <li>- Distances to primary shopping area and employment sites</li> <li>- Distance to schools</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
EAR17 - Land to the rear of Springtrees, Tey Road, Earls Colne	Amend village envelope/ residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to PO</li> <li>- Accessible location</li> <li>- Distance to primary school</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to secondary school</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
EAR18 - Land to the east of	Residential	<ul style="list-style-type: none"> <li>- Affordable housing</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural</li> </ul>	<ul style="list-style-type: none"> <li>- Historic sewer flooding</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
Monks Road, Earls Colne		(significant) - Proximity to public transport – bus (significant) - Distance to primary school (significant) - Distance to secondary school - Proximity to PO and GP - Accessible location - Highways access -	greenspace - Greenfield - Landscape sensitivity	nearby - Footpath access - Educational capacity unknown
EAR19	Residential	- Proximity to public transport – bus (significant) - Proximity to GP (significant) - Distance to primary school (significant) - Distance to secondary school - Affordable housing - Educational capacity - Proximity to PO - Distance to employment sites - PDL - Accessible location - Highways access	- Impact on historic environment (significant) - Accessible natural greenspace - Landscape sensitivity	- Potential for contaminated land - Historic sewer flooding nearby
EAR1A	Residential	- Affordable housing (significant) - Proximity to public transport – bus	- Impact on historic environment (significant) - Accessible natural greenspace	- N/A



Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>(significant)</li> <li>- Proximity to GP (significant)</li> <li>- Distance to employment sites</li> <li>- Accessible location</li> <li>- Highways access</li> <li>- Distance to schools and capacity</li> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	
EAR2 - Colne Valley Golf Club Practice Ground, Station Road, Earls Colne	Amendment to Village Envelope Residential or Commercial	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to PO and GP</li> <li>- Distance to employment sites</li> <li>- Accessible location</li> <li>- Distance to secondary school and capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Distance to primary school and capacity</li> <li>- Highways access</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> <li>-</li> </ul>	- N/A
EAR20 - Earls Colne Airfield	Employment	<ul style="list-style-type: none"> <li>- Distance to employment sites</li> <li>- Distance to secondary school</li> <li>- Landscaping proposed</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Distance to LoWS (significant)</li> <li>- Distance to Ancient Woodland</li> <li>- Accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Landscape sensitivity</li> <li>- Distance to bus services</li> <li>- Distance to primary shopping area</li> <li>- Distance to primary school</li> </ul>	- Greenfield / PDL

Sites	Potential Use	Positive	Negative	Other Issues to Address
EAR3 - Land between Homefield Way and Golf Course, Earls Colne	Residential/Mixed Use	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Distance to schools and capacity</li> <li>- Distance to employment sites</li> <li>- Accessible location</li> <li>- Highways access</li> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> <li>- Presence of TPO</li> <li>- Highways access</li> </ul>	<ul style="list-style-type: none"> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Historic sewer flooding nearby</li> </ul>
EAR4 - Land at Halstead Road, Earls Colne (eastern end)	Business Use	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to employment sites</li> <li>- Distance to secondary sites</li> <li>- Accessible location</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> <li>- Highways access</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Site identified as an historic landfill</li> </ul>
EAR5 - Land adjoining Earls Colne Business Park	Commercial B2 to B8	<ul style="list-style-type: none"> <li>- Distance to employment sites</li> <li>- Distance to secondary sites</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Distance to LoWS</li> <li>- Distance to bus services</li> <li>- Distance to primary school</li> <li>- Distance to primary</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
			shopping area -	
EAR6 - St Mary's Field (north of Upper Holt Street), Earls Colne	Amendment to Village Envelope	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Distance to primary school (significant)</li> <li>- Distance to secondary school</li> <li>- Educational capacity</li> <li>- Accessible location</li> <li>- Proximity to PO</li> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Loss of recreation</li> <li>- Highways access</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Historic sewer flooding nearby</li> <li>- Footpath access</li> </ul>
EAR7 - Land off Halstead Road, Earls Colne - East Essex Hunt Kennels	Residential	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to PO and GP</li> <li>- Accessible location</li> <li>- Distance to secondary school</li> <li>- Educational capacity</li> <li>- Distance to employment sites</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to primary school</li> <li>- Highways access</li> <li>- Landscape sensitivity</li> </ul>	- N/A
EAR8 - Land to the end of Lancaster Way, Earls Colne	B1/B8 Uses	<ul style="list-style-type: none"> <li>- Distance to employment sites</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
Business Park, Earls Colne		<ul style="list-style-type: none"> <li>- Distance to secondary sites</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Loss of agricultural land</li> <li>- Distance to bus services</li> <li>- Distance to primary shopping area</li> <li>- Distance to primary school</li> <li>- Landscape sensitivity</li> </ul>	
EAR9A - Land to north of Leisure Centre, Earls Colne Business Park	Storage	<ul style="list-style-type: none"> <li>- Distance to employment sites</li> <li>- Distance to secondary sites</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Loss of agricultural land</li> <li>- Distance to LoWS</li> <li>- Distance to bus services</li> <li>- Distance to primary shopping area</li> <li>- Distance to primary school</li> <li>- Landscape sensitivity</li> </ul>	- N/A
EAR9B - Land to north of Leisure Centre, Earls Colne Business Park	Employment	<ul style="list-style-type: none"> <li>- Distance to employment sites</li> <li>- Distance to secondary sites</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Distance to LoWS (significant)</li> <li>- Loss of agricultural land</li> <li>- Distance to bus services</li> <li>- Distance to primary shopping area</li> <li>- Distance to primary school</li> <li>- Landscape sensitivity</li> </ul>	- N/A
<b>Fuller Street</b>				
FAI1 - Land northeast of Willow Cottage, Fuller Street	Residential	<ul style="list-style-type: none"> <li>- Distance to bus services</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distances to primary shopping area and</li> </ul>	- N/A

Sites		Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>employment sites</li> <li>- Distance to schools and capacity</li> <li>- Accessible location</li> <li>- Greenfield</li> <li>- Protected Lanes</li> <li>-</li> </ul>	
FAI2 - Willow Crest, Fuller Street	Residential	<ul style="list-style-type: none"> <li>- Distance to bus services</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distances to primary shopping area and employment sites</li> <li>- Distance to schools and capacity</li> <li>- Accessible location</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
<b>Feering</b>				
FEE1 - Land at Feering Hill, Feering	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus and rail (significant)</li> <li>- Proximity to PO</li> <li>- Accessible location</li> <li>- Distance to schools</li> <li>- Distance to employment sites</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Distance to LoWS</li> <li>- Distance to LNR</li> <li>- Accessible natural greenspace</li> <li>- Greenfield</li> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
FEE10 - Land at Inworth Road (south of Kings Gardens), Feering/Kelvedon	Residential / Mixed Use - residential/office /retail	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus and rail (significant)</li> <li>- Increase in retail floorspace</li> <li>- Distance to employment sites</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Accessible location</li> <li>- Distance to schools</li> </ul>		
FEE11 - Land at Kelvedon Bridge, Feering	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus and rail (significant)</li> <li>- Proximity to PO</li> <li>- Accessible location</li> <li>- Distance to schools</li> <li>- Distance to employment sites</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Risk of flooding (significant)</li> <li>- Accessible natural greenspace (significant)</li> <li>- Visually Important Space</li> <li>- Loss of recreation</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
FEE13 - The Feering Triangle, London Road, Kelvedon	B2/B8	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to employment sites</li> <li>- Distance to schools</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to Railway Station</li> <li>- Loss of agricultural land</li> <li>- Distance to A12 or A120</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
FEE2 - Land at Feering Lodge, Feering	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to employment sites</li> <li>- Distance to secondary school</li> <li>- Accessible location</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to primary school (significant)</li> <li>- Accessible natural greenspace</li> <li>- Distance to railway station</li> <li>- Loss of agricultural land</li> <li>- Distance to A12 or A120</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Educational capacity unknown</li> </ul>
FEE3 - Land at Feering/Kelvedon (between Railway and River Blackwater, east of Coggeshall Road, Feering)	Not specified	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus and rail (significant)</li> <li>- Distance to employment sites</li> <li>- Distance to schools</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace (significant)</li> <li>- Distance to LoWS</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Educational capacity unknown</li> </ul>

Sites		Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Proximity to PO</li> <li>- Accessible location</li> </ul>		
FEE4 - Land at Feering/Kelvedon (between London Road & A12/between A12 and Prestead Hall)	Not specified	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to primary school (significant)</li> <li>- Distance to secondary school</li> <li>- Distance to employment sites</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Distance to railway station</li> <li>- Distance to A12 or A120</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Potential risk from overland flow and/or surface water runoff</li> <li>- Educational capacity unknown</li> </ul>
FEE5 - Land to Rear of the Vicarage, Feering Hill, Feering	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus and rail (significant)</li> <li>- Distance to schools</li> <li>- Proximity to PO</li> <li>- Accessible location</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace (significant)</li> <li>- Presence of TPOs</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
FEE6 - Land to the rear of Wills Green, Feering	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Distance to railway station</li> <li>- Distance to primary school</li> <li>- Secondary school capacity</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
FEE7 - Land to west of Marks Tey	Urban expansion	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Distance to railway station</li> </ul>	<ul style="list-style-type: none"> <li>- Potential risk from overland flow and/or surface water runoff</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		(significant) - Distance to secondary school -	- Highways access - Educational capacity - Distance to A12 or A120 - Greenfield	
FEE8 - Land at The Street (west of Hanover Square), Feering	Residential / Mixed use - Residential/office/retail	- Proximity to public transport – bus (significant) - Increase in retail floorspace - Distance to schools - Accessible location	- Accessible natural greenspace (significant) - Distance to railway station - Secondary school capacity - Greenfield	- Primary school capacity unknown
FEE9 - Land at London Road (west of New Lane), Feering	Residential / Mixed Use - residential/office/retail	- Proximity to public transport – bus (significant) - Distance to primary school (significant) - Distance to secondary school - Increase in retail floorspace - Accessible location	- Impact on historic environment (significant) - Accessible natural greenspace - Loss of agricultural land - Distance to LoWS - Distance to railway station - Distance to A12 or A120 - Greenfield	- Educational capacity unknown
<b>Finchingfield</b>				
FIN1 - Prospect Cottage, The Green, Finchingfield	Residential	- Proximity to public transport – bus (significant) - Proximity to GP (significant) - Proximity to PO - PDL	- Impact on historic environment (significant) - Accessible natural greenspace - Groundwater protection zone - Landscape sensitivity - Distance to schools	- Educational capacity unknown
FIN2 - Land at Cornish Hall	Residential	- Distance to bus services	- Accessible natural greenspace (significant)	- Educational capacity unknown



Sites	Potential Use	Positive	Negative	Other Issues to Address
End			<ul style="list-style-type: none"> <li>- Loss of agricultural land</li> <li>- Protected Lanes</li> <li>- Distance to schools</li> <li>- Greenfield</li> <li>- Landscape sensitivity</li> </ul>	
FIN3 - Land east of Valley View, Finchingfield	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Distance to primary school (significant)</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace (significant)</li> <li>- Loss of agricultural land</li> <li>- Distance to secondary school</li> <li>- Groundwater protection zone</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
FIN4 - Land south of The Green Man, Finchingfield	Residential/ Public Open Space	<ul style="list-style-type: none"> <li>- New recreational area (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Distance to primary school (significant)</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace (significant)</li> <li>- Distance to secondary school</li> <li>- Groundwater protection zone</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> <li>- Visually Important Space</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
FIN5 - Land adjoining Great Wincey Farm, Brent Hall Road, Finchingfield	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to PO and GP</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Distance to secondary</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>school</li> <li>- Groundwater protection zone</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> </ul>	
FIN6 - Land at Bardfield Road (south of Sports Ground), Finchingfield	Not specified	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to PO and GP</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Loss of recreation</li> <li>- Distance to secondary school</li> <li>- Groundwater protection zone</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
<b>Gestingthorpe</b>				
GES1 - Pound Farm, Gestingthorpe	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Loss of agricultural land</li> <li>- Distance to schools</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
GES2 - Land Excluding Kemps Cottage, Nether Hill/North End Road, Gestingthorpe	Amendment to Village Envelope	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Loss of agricultural land</li> <li>- Distance to schools</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
GES3 - Land Including Kemps Cottage, Nether Hill/North End Road, Gestingthorpe	Amendment to Village Envelope	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Loss of agricultural land</li> <li>- Distance to schools</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
<b>High Garrett</b>				
GOG1 - Land at Sunnyfields Road, High Garrett	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to PO</li> <li>- Distance to secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Loss of agricultural land</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> <li>- Distance to primary school and capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Secondary school capacity unknown</li> </ul>
GOG2 - Land to rear of "Kings", 114-115 High Garrett	Commercial	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to PO</li> <li>- Distance to secondary school</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Loss of agricultural land</li> <li>- Landscape sensitivity</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
GOG3 - Land bordering A131 Halstead Road (opp. Boones Farm), High Garrett	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace (significant)</li> <li>- Loss of agricultural land</li> <li>- Distance to LoWS</li> <li>- Distance to Ancient Woodland</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> <li>- Distance to primary school and capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Secondary school capacity unknown</li> </ul>
<b>Gosfield</b>				
GOS1- Gosfield Airfield (South)	Employment	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Distance to primary school</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		school	- Greenfield	
GOS2 - Land south of The Limes, Gosfield	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to PO</li> <li>- Distance to schools</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace</li> <li>- Landscape sensitivity</li> <li>- Presence of TPOs</li> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
GOS4 - Gosfeld Airfield (North)	Employment	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Distance to primary school</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Greenfield/PDL</li> </ul>
GOS5 - Land north of Meadway, Gosfield	Residential plus amenity	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to primary school (significant)</li> <li>- Distance to secondary school</li> <li>- Secondary school capacity</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Highways access</li> <li>- Accessible natural greenspace</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> <li>- Primary school capacity</li> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>- Footpath access</li> </ul>
GOS6 - Land at Gosfield Airfield (west of Air Blast East Anglia Ltd)	Industrial Land	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Distance to primary school</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
GOS7 - Land at Gosfield Airfield (southeast of	Industrial Land	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
Building Movement Svs Ltd)		<ul style="list-style-type: none"> <li>(significant)</li> <li>- Distance to secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to primary school</li> <li>- Accessible natural greenspace</li> <li>- Landscape sensitivity</li> <li>-</li> </ul>	
<b>Great Bardfield</b>				
GRB1- Land northwest of The Vicarage, Braintree Road, Great Bardfield	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to primary school (significant)</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace (significant)</li> <li>- Loss of agricultural land</li> <li>- Distance to LoWS</li> <li>- Distance to secondary school</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> <li>- Visually Important Space</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
<b>Greenstead Green</b>				
GRG1 - Land adjoining the cricket ground, Sudbury Road	Residential with linked recreation purposes	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distance to primary school</li> <li>- Accessible location</li> <li>- Secondary school capacity</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Loss of recreation</li> <li>- Distance to LoWS</li> <li>- Presence of TPOs</li> <li>- Protected Lanes</li> <li>- Highways access</li> <li>- Primary school capacity</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>- Unknown landfill</li> <li>- Footpath access</li> <li>- Potentially Significant Junction</li> </ul>
GRG2 - Land to the south	Reisidential with	<ul style="list-style-type: none"> <li>- Affordable housing</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural</li> </ul>	<ul style="list-style-type: none"> <li>- Potentially Significant</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
of Oak Road, Halstead	open space and parkland	<ul style="list-style-type: none"> <li>(significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Accessible location</li> <li>- Secondary school capacity</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>greenspace (significant)</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> <li>- Distance to primary school and capacity</li> </ul>	Junction
GRG3 - Land to south of Bluebridge Industrial Estate, Halstead	Extension to Industrial Estate	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Accessible location (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Distances to employment sites</li> </ul>	<ul style="list-style-type: none"> <li>- Landscape sensitivity</li> <li>- Greenfield</li> <li>- Distance to primary school</li> </ul>	- Potentially Significant Junction
GRG5 - Land at corner of Oak Road and Mount Hill, Halstead	Mixed Use	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Distance to secondary school (significant)</li> <li>- Accessible location</li> <li>- Distance to primary school</li> <li>- Secondary school capacity</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace (significant)</li> <li>- Highways access</li> <li>- Primary school capacity</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> </ul>	- Potentially Significant Junction
GRG6 - Land southeast of	Residential	<ul style="list-style-type: none"> <li>- Proximity to public</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural</li> </ul>	- Potentially Significant

Sites	Potential Use	Positive	Negative	Other Issues to Address
Waveney, Greenstead Green		<ul style="list-style-type: none"> <li>transport – bus</li> <li>Distance to secondary school</li> <li>Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>greenspace</li> <li>Distance to LoWS</li> <li>Landscape sensitivity</li> <li>Greenfield</li> <li>Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>Junction</li> <li>Educational capacity unknown</li> </ul>
<b>Great Maplestead</b>				
GRM1 - Land at Long Fen, Great Maplestead	Residential	<ul style="list-style-type: none"> <li>Proximity to public transport – bus (significant)</li> <li>Distance to schools</li> </ul>	<ul style="list-style-type: none"> <li>Accessible natural greenspace (significant)</li> <li>Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>Educational capacity unknown</li> </ul>
GRM2 - Land adjacent to St Mary's, Toldishall Road, Great Maplestead	Residential	<ul style="list-style-type: none"> <li>Proximity to public transport – bus (significant)</li> <li>Distance to schools</li> </ul>	<ul style="list-style-type: none"> <li>Accessible natural greenspace (significant)</li> <li>Landscape sensitivity</li> <li>Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>Educational capacity unknown</li> </ul>
GRM3 - Pink Cottage, Purls Hill, Great Maplestead	Residential	<ul style="list-style-type: none"> <li>Proximity to public transport – bus (significant)</li> <li>Distance to secondary school</li> </ul>	<ul style="list-style-type: none"> <li>Accessible natural greenspace (significant)</li> <li>Landscape sensitivity</li> <li>Greenfield</li> <li>Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>Educational capacity unknown</li> </ul>
GRM4 - Monks Lodge Farm, Great Maplestead	Residential	<ul style="list-style-type: none"> <li>Proximity to public transport – bus (significant)</li> <li>Distance to schools</li> </ul>	<ul style="list-style-type: none"> <li>Accessible natural greenspace</li> <li>Loss of agricultural land</li> <li>Landscape sensitivity</li> <li>Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>Educational capacity unknown</li> </ul>
GRM5 - Land adj to Treeways Church Street	Not specified	<ul style="list-style-type: none"> <li>Proximity to public transport – bus (significant)</li> <li>Distance to primary school (significant)</li> <li>Distance to secondary school</li> </ul>	<ul style="list-style-type: none"> <li>Accessible natural greenspace</li> <li>Loss of agricultural land</li> <li>Distance to LoWS</li> </ul>	<ul style="list-style-type: none"> <li>Greenfield/PDL</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
<b>Great Yeldham</b>				
GRY1 - Land at junction of High Street and Toppesfield Road, Great Yeldham	Residential/Site for new Doctor's Surgery	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Distance to schools</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Landscape sensitivity</li> <li>- Groundwater protection zone</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
GRY2 - Beards Field, Highfields, Great Yeldham	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Distance to primary school (significant)</li> <li>- Distance to secondary school</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
GRY3 - Nuns Walk Field, Great Yeldham	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> <li>- Proximity to GP (significant)</li> <li>- Distance to primary school (significant)</li> <li>- Distance to secondary school</li> <li>- Proximity to PO</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> <li>- Loss of agricultural land</li> <li>- Groundwater protection zone</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- Greenfield/PDL</li> <li>- Educational capacity unknown</li> </ul>
GRY4 - Land south of Toppesfield Road, Great Yeldham	Residential	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace</li> <li>- Distance to LoWS</li> </ul>	<ul style="list-style-type: none"> <li>- Greenfield/PDL</li> <li>- Educational capacity unknown</li> </ul>



Sites		Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Proximity to GP and PO</li> <li>- Distance to secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Groundwater protection zone</li> <li>- Landscape sensitivity</li> <li>- Distance to a primary school</li> </ul>	

**Table 8: Appraisal Summaries of Sites in Settlements from Hatfield Peverel to Rayne**

Sites	Potential Use	Positive	Negative	Other Issues to Address
<b>Hatfield Peverel</b>				
HAT1 - Land East of Gleneagles Way, Hatfield Peverel	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distance to nearest GP</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to Railway Stations and Train Regularity (significant)</li> <li>- Accessible location</li> <li>- Rail links (significant)</li> <li>- Highways access</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Capacity in nearest secondary school to support the size of development</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Distance to A12</li> <li>- Greenfield land</li> </ul>	- N/A
HAT10A - Allotment Gardens, rear of Spinney	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Delivery of affordable</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
House, Church Road, Hatfield Peverel		<ul style="list-style-type: none"> <li>housing</li> <li>- Distance to nearest GP</li> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Accessible location</li> <li>- Rail links (significant)</li> <li>- Highways access</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school</li> <li>- Capacity in nearest secondary school to support the size of development</li> </ul>	<ul style="list-style-type: none"> <li>- Loss of recreation (formal / informal), open space, allotments.</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>- Greenfield land</li> </ul>	
HAT10B - Allotment Gardens, rear of Spinney House (extending to rear of The Cross Keys P.H.), Church Road, Hatfield Peverel	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Accessible location</li> <li>- Rail links (significant)</li> <li>- Highways access</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school</li> <li>- Capacity in nearest secondary school to support the size of development</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Loss of recreation (formal / informal), open space, allotments.</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden /</li> </ul>	<ul style="list-style-type: none"> <li>- Public Footpath 19 &amp; 20 is situated to the north and west of the site</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>Archaeology (significant)</li> <li>Greenfield land</li> </ul>	
HAT11 - Land to south-east of Sportsman's Arms P.H., Sportsmans Lane, Nounsley	Residential	<ul style="list-style-type: none"> <li>Distance to Bus Stops and Bus Regularity</li> <li>Accessible location</li> <li>Rail links (significant)</li> <li>Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>Distances to accessible natural greenspace</li> <li>Distances to primary shopping area boundaries</li> <li>Distances to employment sites (B1, B2, B8)</li> <li>Distance to Railway Stations and Train Regularity</li> <li>Distance to a primary school</li> <li>Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
HAT12 - Land between Hatfield Peverel and Witham, South of the A12	Residential/Public Open Space	<ul style="list-style-type: none"> <li>Delivery of affordable housing (significant)</li> <li>Distance to nearest GP</li> <li>Distances to employment sites (B1, B2, B8)</li> <li>Distance to Bus Stops and Bus Regularity (significant)</li> <li>Distance to Railway Stations and Train Regularity (significant)</li> <li>Rail links (significant)</li> <li>Highways access</li> <li>Distance to a primary school (significant)</li> <li>Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>Distances to accessible natural greenspace</li> <li>Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>Capacity in nearest primary school to support the size of development</li> <li>Capacity in nearest secondary school to support the size of development</li> <li>Distance to A12</li> <li>Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
HAT13 - Land south of the Street (rear of William Boosey P.H.), Hatfield Peverel	Comprehensive Development	<ul style="list-style-type: none"> <li>Nearest Post Office</li> <li>Distance to nearest GP (significant)</li> <li>Distance to Bus Stops and</li> </ul>	<ul style="list-style-type: none"> <li>Distances to accessible natural greenspace</li> <li>Loss of high quality agricultural land (Grades 1 &amp;</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>Bus Regularity (significant)</li> <li>- Distance to Railway Stations and Train Regularity (significant)</li> <li>- Accessible location</li> <li>- Rail links (significant)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>2)</li> <li>- Distance to A12</li> <li>- Greenfield land</li> </ul>	
HAT14 - Land at and adjoining Waycott, Hatfield Peverel	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to nearest GP (significant)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to Railway Stations and Train Regularity (significant)</li> <li>- Accessible location</li> <li>- Rail links (significant)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to A12</li> <li>- Greenfield land</li> </ul>	- N/A
HAT15 - Land adj to Badgers Oak Nounsley Road, Nounsley	Residential	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Accessible location</li> <li>- Rail links (significant)</li> <li>- Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distances to primary shopping area boundaries</li> <li>- Distances to employment sites (B1, B2, B8)</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Distance to a primary school</li> <li>- Greenfield land</li> </ul>	
HAT2 - Land to the south of Stone Path Drive and West of Church Road, Hatfield Peverel	Residential, remove special landscape area allocation	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distance to nearest GP (significant)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to Railway Stations and Train Regularity (significant)</li> <li>- Accessible location</li> <li>- Rail links (significant)</li> <li>- Highways access</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Capacity in nearest secondary school to support the size of development</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- Public Footpath 43 dissects though the northern part of the site</li> </ul>
HAT3 - Land to west of Hatfield Peverel and East of Hatfield Place, Hatfield Peverel	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distance to nearest GP (significant)</li> <li>- Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a primary school</li> <li>- Capacity in nearest primary</li> </ul>	<ul style="list-style-type: none"> <li>- Public Footpath 43 dissects through the centre of the proposed site</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		(significant) - Distance to Railway Stations and Train Regularity (significant) - Accessible location - Rail links (significant) - Highways access - Distance to a secondary school - Capacity in nearest secondary school to support the size of development	school to support the size of development - Distance to A12 - Greenfield land	
HAT4 - Land at Woodend, Hatfield Road, Witham	Mixed Use	- Delivery of affordable housing (significant) - Capacity in nearest secondary school to support the size of development - Distance to Bus Stops and Bus Regularity (significant) - Rail links (significant) - Highways access - Distance to a secondary school (significant) - Distances to employment sites (B1, B2, B8)	- Distances to accessible natural greenspace (significant) - Loss of high quality agricultural land (Grades 1 & 2) - Distance to Railway Stations and Train Regularity - Capacity in nearest primary school to support the size of development - Distance to a primary school - Distance to A12 - Greenfield	- Identified potential risk from overland flow and/or surface water runoff
HAT5 - Land at Graceland, The Street, Hatfield Peverel	Mixed Use	- Nearest Post Office - Delivery of affordable housing (significant) - Distance to nearest GP - Distance to Bus Stops and	- Distances to accessible natural greenspace - Loss of high quality agricultural land (Grades 1 & 2)	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>Bus Regularity (significant)</li> <li>- Distance to Railway Stations and Train Regularity (significant)</li> <li>- Accessible location</li> <li>- Rail links (significant)</li> <li>- Highways access</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school</li> <li>- Capacity in nearest secondary school to support the size of development</li> </ul>	<ul style="list-style-type: none"> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Distance to A12</li> <li>- Greenfield land</li> </ul>	
HAT6 - Barn at Woodend Farm, Witham	Change of Use to B1/Occasional Accommodation	<ul style="list-style-type: none"> <li>- Increase in retail floorspace</li> <li>- Accessible location?</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Rail links (significant)</li> <li>- Distance to a secondary school (significant)</li> <li>- Distances to employment sites (B1, B2, B8)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Distance to a primary school</li> <li>- Distance to A12</li> <li>- Greenfield land</li> </ul>	- N/A
HAT8 - Peverel House, Maldon Road, Hatfield Peverel	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Rail links (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Accessible location</li> <li>- Rail links</li> <li>- Distance to a primary school</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Distance to a primary school (significant)</li> <li>- PDL</li> <li>- Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- PDL</li> <li>- Distance to a secondary school</li> </ul>	
HAT9 - Allotment Gardens, Off Church Road, Hatfield Peverel	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distance to nearest GP</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Rail links (significant)</li> <li>- Highways access</li> <li>- Distance to a primary school</li> <li>- Capacity in nearest secondary school to support the size of development</li> <li>- Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Loss of recreation (formal / informal), open space, allotments.</li> <li>- Distances to primary shopping area boundaries</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Public Footpath 7 adjoins the eastern boundary of the site</li> </ul>
<b>Helions Bumpstead</b>				
HEL1 - Willowmead, Sages End Road, Helions Bumpstead	Amendment to Village Envelope/Residential	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Nearest Post Office</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>



Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	
HEL2 - Land North of Slate Hall, Pale Green, Helions Bumpstead	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
HEL3 - Land South of Chestnut Lodge, Haverhill Road, Helions Bumpstead	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
HEL4 - Land north of Water Tower, Haverhill Road, Helions Bumpstead	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	
HEL5 - Land north of Hilltop Villa, Haverhill Road, Helions Bumpstead	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	- N/A
HEL6 - Land south of Slate Hall, Pale Green, Helions Bumpstead	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	- N/A
HEL7 - Land at Mill Road, Pale Green, Helions Bumpstead	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	
HEL8 - Land adjacent Rolls Farm, Sages End Road, Helions Bumpstead	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Protected lanes (Grade 1 and 2)</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	- N/A
HEL9 - Land to the west and north of Upper House, Church Hill, Helions Bumpstead	Amendment to Village Envelope/Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>2)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	
<b>Kelvedon</b>				
KEL1 - Land between London Road and Railway Line, Kelvedon	Village extension - residential/employment area/public open space	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Capacity in nearest secondary school to support the size of development</li> <li>- Distance to nearest GP</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Rail links (significant)</li> <li>- Highways access</li> <li>- Distance to a secondary school</li> <li>- Delivery of affordable housing (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Distance to a primary school</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>- Greenfield land</li> </ul>	- N/A
KEL2A - Land to Rear of London Road/Church Street,	Sheltered Housing	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Distance to nearest GP</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Rail links (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Greenfield land</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Capacity in nearest secondary school to support the size of development</li> <li>- Capacity in nearest primary school to support the size of development</li> </ul>		
KEL2B - Land at St Dominics Residential Care Home	Palliative Care/EMI Care	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Additional capacity in or of care homes</li> <li>- Distance to nearest GP</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Rail links (significant)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
KEL3 - Land at Coggeshall Road (south of Observer Way), Kelvedon	Mixed Use - Residential/Office/Retail	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distance to nearest GP</li> <li>- Increase in retail floorspace</li> <li>- Capacity in nearest secondary school to support the size of development</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Identified potential risk from overland flow and/or surface water runoff</li> <li>- There are footpaths on the western and eastern boundaries</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Distance to Railway Stations and Train Regularity (significant)</li> <li>- Rail links (significant)</li> <li>- Highways access</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> </ul>	-	
KEL4 - Land at Brockwell Lane, Kelvedon	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Distance to nearest GP</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Rail links (significant)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to LNR</li> <li>- Distance to LoWS</li> <li>- Distance to Railway Stations and Train Regularity</li> <li>- Greenfield land</li> </ul>	- N/A
KEL5 - Polish Camp Site, Rivenhall Airfield	Employment Area	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Accessible location</li> <li>- Rail links (significant)</li> <li>- Distance to a secondary school</li> <li>- Landscaping associated with proposals</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to primary shopping area boundaries</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to Ancient Woodland</li> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Distance to Railway Stations</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>and Train Regularity</li> <li>- Distance to a primary school</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>- Sensitivity to change in the LCA</li> </ul>	
KEL6 -		<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distance to nearest GP</li> <li>- Increase in retail floorspace</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to Railway Stations and Train Regularity (significant)</li> <li>- Rail links (significant)</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Capacity in nearest secondary school to support the size of development</li> <li>- Highways access</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Contaminated land - Gasworks, northern part of site</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		- PDL		
KEL7 -		<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Distance to nearest GP</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to Railway Stations and Train Regularity (significant)</li> <li>- Accessible location</li> <li>- Rail links (significant)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Flood Zone 2 / Flood Zone 3 (a/b) (significant)</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> </ul>	- N/A
KEL8 -		<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Distance to nearest GP</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to Railway Stations and Train Regularity (significant)</li> <li>- Rail links (significant)</li> <li>- Accessible location</li> <li>- Highways access</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> </ul>	- Contaminated land - Gasworks, northern part of site
Lamarsh				



Sites	Potential Use	Positive	Negative	Other Issues to Address
LAM1 - Land between Oak House and Brookleigh House, Alhamstone Road	Residential	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
LAM2 - Land between Brookleigh House and The Long Thatch, Alhamstone Road	Residential	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Flood Zone 2 / Flood Zone 3 (a/b) (significant)</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
<b>Little Maplestead</b>				
LIM1 - Land at Cock Road, Little Maplestead	Residential	<ul style="list-style-type: none"> <li>- Distance to a secondary school</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Distance to a primary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
LIM2 - Land between formerly The Cock PH and Anfield Cottage, Cock Road, Little Maplestead	Residential	<ul style="list-style-type: none"> <li>- Distance to a secondary school</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Distance to a primary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
LIM3 - Land northeast of Reservoir off Cock Road, Little Maplestead	Residential	<ul style="list-style-type: none"> <li>- Distance to a secondary school</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Distance to a primary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
<b>Liston</b>				
LIS1 - Former International Flavours and Fragrance (IFF) Site, near Long Melford	Not specified	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distances to accessible natural greenspace</li> <li>- Highways access</li> <li>- Capacity in nearest secondary school to support the size of development</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to nearest GP</li> <li>- Distances to primary shopping area boundaries</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to LoWS</li> <li>- Distance to SSSI (any condition) (significant)</li> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Accessible location</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- Footpath 10 runs through part of site</li> <li>- Significant levels of contamination - remediation of on site contamination is required, some of which is underway</li> </ul>
<b>Middleton</b>				
MID1 - Land on south side of Rectory Road, Middleton	Residential/Definition of a village envelope	<ul style="list-style-type: none"> <li>- N/A</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to nearest GP</li> <li>- Distances to accessible natural greenspace</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>- Distances to primary shopping area boundaries</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Accessible location</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Greenfield land</li> <li>- Sensitivity to change in the LCA</li> <li>- Groundwater protection zone</li> </ul>	
<b>Ovington</b>				
OVI1 - Land to north of Upper Farm, Ovington		- N/A	<ul style="list-style-type: none"> <li>- Distance to nearest GP</li> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Distances to primary shopping area boundaries</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Accessible location</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
			LCA	
OVI2 - Land adjacent to Upper Farm, Ovington	Residential	- N/A	<ul style="list-style-type: none"> <li>- Distance to nearest GP</li> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Distances to primary shopping area boundaries</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to LoWS</li> <li>- Accessible location</li> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> </ul>	- N/A
OVI3 - Land north of Chestnut Cottage, Ovington	Residential	- N/A	<ul style="list-style-type: none"> <li>- Distance to nearest GP</li> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Distances to primary shopping area boundaries</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>Bus Regularity</li> <li>- Accessible location</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> </ul>	
<b>Panfield</b>				
PAN1 - Land at Hall Road (southeast of Meadow Close), Panfield	Mixed Use	<ul style="list-style-type: none"> <li>- Distance to a secondary school (significant)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a primary school</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	- N/A
PAN2 - Land at Ivy Hall, Panfield	Residential	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a primary school</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Sensitivity to change in the LCA</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
			- Greenfield land	
<b>Pebmarsh</b>				
PEB1 - Pebmarsh Glebe (Land between Pebmarsh Village Hall and St John the Baptist's Church), The Street, Pebmarsh	Residential	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Sensitivity to change in the LCA</li> <li>- Distance to LoWS</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>- Loss of recreation (formal / informal), open space, allotments.</li> </ul>	- N/A
PEB2 - Land north of Hamsters Close, Pebmarsh	Residential	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a primary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	- N/A
PEB3 - Land West of Kings Mead, Pebmarsh	Residential	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Distance to a secondary school</li> <li>- Distance to a primary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden /</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>Archaeology</li> <li>Sensitivity to change in the LCA</li> <li>Greenfield land</li> </ul>	
PEB4 - Playing Field, North of The Street, Pebmarsh	Residential	<ul style="list-style-type: none"> <li>Distance to Bus Stops and Bus Regularity</li> <li>Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>Distances to accessible natural greenspace (significant)</li> <li>Loss of recreation (formal / informal), open space, allotments.</li> <li>Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>Distance to a primary school</li> <li>Sensitivity to change in the LCA</li> <li>Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
PEB6 - Mill Lane Pebmarsh		<ul style="list-style-type: none"> <li>Distance to a secondary school</li> <li>Distance to a primary school (significant)</li> <li>Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>Distances to accessible natural greenspace (significant)</li> <li>Distance to LoWS</li> <li>Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>Sensitivity to change in the LCA</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
PEB7 - North Of The Street Pebmarsh		<ul style="list-style-type: none"> <li>Distance to Bus Stops and Bus Regularity</li> <li>Distance to a primary school</li> <li>Distance to a secondary</li> </ul>	<ul style="list-style-type: none"> <li>Distances to accessible natural greenspace (significant)</li> <li>Sensitivity to change in the LCA</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		school		
PEB8 - Land Rear of 'Charwin' The Street, Cross End, Pebmarsh		<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Distance to a primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
<b>Rayne</b>				
RAY1 - Rayne Glebe (Land at Shalford Road), Rayne	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Loss of recreation (formal / informal), open space, allotments.</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
RAY2 - Land between Rayne, Great Notley and Braintree	Mixed residential/local employment/leisure/recreation	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Highways access</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to LoWS</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Capacity in nearest secondary school to support the size of development</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden /</li> </ul>	<ul style="list-style-type: none"> <li>- Numerous footpaths cross the site</li> <li>- Identified potential risk from overland flow and/or surface water runoff</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>



Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>Archaeology (significant)</li> <li>- Distance to A120</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> <li>- Country Park</li> </ul>	
RAY3 - Land off Shalford Road, Rayne		<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school (significant)</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distances to primary shopping area boundaries</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Sensitivity to change in the LCA</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
RAY4 - Land off Shalford Road, Rayne	Residential/mixed use	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distances to primary shopping area boundaries</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Sensitivity to change in the</li> </ul>	<ul style="list-style-type: none"> <li>- Identified potential risk from overland flow and/or surface water runoff</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>- LCA</li> <li>- Greenfield land</li> </ul>	
RAY5 - Oak Meadow, Gore Road, Rayne	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to LoWS</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- Capacities in sewage network</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
RAY6 - Land south of Dunmow Road, Blake End	Residential	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to a secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Accessible location (in Blake End)</li> <li>- Distance to a primary school</li> <li>- Flood Zone 2 / Flood Zone 3 (a/b) (significant)</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
RAY7 - Andrewsfield New Settlement	New Settlement	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Highways access</li> <li>- Distance to a secondary</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to LoWS (significant)</li> <li>- Distance to Ancient</li> </ul>	<ul style="list-style-type: none"> <li>- Contaminated land</li> <li>- 4 footpaths on site</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		school	<ul style="list-style-type: none"> <li>Woodland (significant)</li> <li>- Distance to a primary school</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>- Protected Lanes (Grade 1 and 2)</li> <li>- Distance to A120</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	
GRS1 - Land East of Stebbing	New settlement	<ul style="list-style-type: none"> <li>- Affordable housing (significant)</li> <li>- Proximity to public transport – bus (significant)</li> <li>- Provision for community facilities</li> <li>- Increase in retail floorspace</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment (significant)</li> <li>- Accessible natural greenspace (significant)</li> <li>- Distance to LoWS (significant)</li> <li>- Distance to Ancient Woodland (significant)</li> <li>- Loss of agricultural land</li> <li>- Accessible location</li> <li>- Distance to schools</li> <li>- Highways access</li> <li>- Distance to A12 or A120</li> <li>- Landscape sensitivity</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity unknown</li> </ul>
GRS2 - Land adjacent to Oak View, Blake End,	Not Specified	<ul style="list-style-type: none"> <li>- Proximity to public transport – bus</li> </ul>	<ul style="list-style-type: none"> <li>- Accessible natural greenspace (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Secondary school capacity unknown</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
Rayne		(significant) - Distance to secondary school	- Loss of agricultural land - Accessible location - Distance to primary school and capacity - Landscape sensitivity - Greenfield	

**Table 9: Appraisal Summaries of Sites in Settlements from Ridgewell to Wickham St Paul**

Sites	Potential Use	Positive	Negative	Other Issues to Address
<b>Ridgewell</b>				
RID1 - Land rear of Kings Head PH, Chapel Road, Ridgewell	Residential	- Distance to Bus Stops and Bus Regularity (school bus) - Distance to a primary school (significant) - PDL	- Distances to accessible natural greenspace (significant) - Loss of high quality agricultural land (Grades 1 & 2) - Distance to a secondary school - Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant) - Sensitivity to change in the LCA	- Distances to accessible natural greenspace
RID2 - Land at Meetings Lane, Ridgewell	Residential	- Distance to Bus Stops and Bus Regularity (school bus) - Distance to a primary school	- Distances to accessible natural greenspace (significant) - Loss of high quality agricultural land (Grades 1 &	- Distances to accessible natural greenspace

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>2)</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	
RID3 - Land southwest of Colne Springs, Ridgewell		<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity (school bus)</li> <li>- Distance to a primary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> </ul>
RID4 - Land at Stanbourne Road (adj. The Cottage), Ridgewell	Residential/development boundary amendment	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity (school bus)</li> <li>- Distance to a primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Distances to primary shopping area boundaries</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to a secondary school</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> </ul>
<b>Rivenhall</b>				
RIV1 - Rivenhall Country Park	Open Space	<ul style="list-style-type: none"> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Impact on potentially</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		Bus Regularity (significant) - Accessible location - Rail links - Distance to a secondary school (significant) - PDL	- Loss of high quality agricultural land (Grades 1 & 2) - Distance to a primary school - Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant) - Distance to A12	Significant Junction for Air Quality
RIV2 - Land North East of Witham	Urban Extension	- Delivery of affordable housing (significant) - Distances to employment sites (B1, B2, B8) - Distance to Bus Stops and Bus Regularity (significant) - Accessible location - Rail links - Distance to a primary school - Distance to a secondary school (significant)	- Distances to accessible natural greenspace (significant) - Loss of high quality agricultural land (Grades 1 & 2) - Distance to LoWS - Greenfield land	- 2 footpaths cross site - Highways access - Capacities in sewage network - Identified potential risk from overland flow and/or surface water runoff - Impact on potentially Significant Junction for Air Quality
RIV3 - Burghey Brook Poultry Farm and Land Adjoining, Between A12 and Railway Line, Witham	Employment Land	- Distances to employment sites (B1, B2, B8) - Distance to Bus Stops and Bus Regularity (significant) - Accessible location - Rail links - Distance to a secondary school	- Distances to accessible natural greenspace (significant) - Loss of high quality agricultural land (Grades 1 & 2) - Distance to a primary school - Distance to A12 - Greenfield land	- Impact on potentially Significant Junction for Air Quality
RIV4 - Rickstones Farm,	Residential	- Distances to accessible	- Loss of high quality	- Identified potential risk

Sites	Potential Use	Positive	Negative	Other Issues to Address
Rivenhall		<ul style="list-style-type: none"> <li>natural greenspace</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Rail links</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>agricultural land (Grades 1 &amp; 2)</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>from overland flow and/or surface water runoff</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
RIV5 - Parkgate Farm, Rivenhall	Employment; Live/Work or Residential	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Accessible location</li> <li>- Distance to a primary school</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
RIV6 - Land at Forest Road, Witham	Residential	<ul style="list-style-type: none"> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Rail links</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to LoWS</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- identified potential risk from overland flow and/or surface water runoff</li> </ul>
RIV7- Glebe Farm, Rectory		<ul style="list-style-type: none"> <li>- Distance to Bus Stops and</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
Lane, Rivenhall		<ul style="list-style-type: none"> <li>Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Rail links</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to LoWS</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Sensitivity to change in the LCA</li> </ul>	<ul style="list-style-type: none"> <li>natural greenspace</li> <li>- Identified potential risk from overland flow and/or surface water runoff</li> <li>- Impact on potentially Significant Junction for Air Quality</li> </ul>
<b>Shalford</b>				
SHA1 - Land between Old Fox Cottage and Little Gables, Church End, Shalford	Residential	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to a primary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
SHA2 - Land at The Penthouse, Shalford	Amendment to Village Envelope/Residential	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> <li>- Visually Important Space</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
SHA3A - Levelly, Church	Residential	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>



Sites	Potential Use	Positive	Negative	Other Issues to Address
End		Bus Regularity (significant) - Distance to a primary school (significant) - Landscaping associated with proposals	natural greenspace - Distance to Ancient Woodland - Distance to a secondary school - Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant) - Sensitivity to change in the LCA - Greenfield land	
SHA3B - Levelly, Church End	Landscaping associated with residential development at SHA3A	- Distance to Bus Stops and Bus Regularity (significant) - Distance to a primary school (significant) - Landscaping associated with proposals	- Distances to accessible natural greenspace - Distance to LoWS - Distance to Ancient Woodland - Distance to a secondary school - Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant) - Sensitivity to change in the LCA - Greenfield land	- N/A
SHA4 - Land south of Sandy Lodge, Church End		- Distance to Bus Stops and Bus Regularity (significant) - Distance to a primary school	- Distances to accessible natural greenspace - Distance to Ancient Woodland - Distance to a secondary	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>school</li> <li>- Sensitivity to change in the LCA</li> </ul>	
SHA5 - Field south of 'Land south of Sandy Lodge (SHA4)', Church End		<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to a primary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to LoWS</li> <li>- Distance to Ancient Woodland</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
SHA6 - Land R/O Grubbs Cottage		<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to a primary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Presence of TPOs on site</li> <li>- Distance to a secondary school</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
SHA7 - Land south of White Court	Residential and Open Space	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to a primary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>LCA</li> <li>- Greenfield land</li> </ul>	
<b>Sible Hedingham</b>				
SIB1 - Land west of Queen Street, Sible Hedingham	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to nearest GP</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to a secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to a primary school</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
SIB2A - Premdor Site (southern), Sible Hedingham	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distance to nearest GP (significant)</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Highways access</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school (significant)</li> <li>- Capacity in nearest secondary school to support the size of</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to LNR (significant)</li> <li>- Distance to LoWS (significant)</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Groundwater protection zone.</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- Contaminated land - Unidentified landfill on site</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		development		
SIB2B - Premdor Site (northern), Sible Hedingham	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Distance to a secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to LNR</li> <li>- Distance to LoWS</li> <li>- Distance to a primary school</li> <li>- Groundwater protection zone.</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	- N/A
SIB3 - Land at former Dairy, Oxford Land, Sible Hedingham	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Highways access</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school (significant)</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Capacity in nearest secondary school to support the size of development</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distances to primary shopping area boundaries</li> <li>- Groundwater protection zone.</li> <li>- Sensitivity to change in the LCA</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
SIB4 - Land adj. 14 Swan Street, Sible Hedingham	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Delivery of affordable housing</li> <li>- Distance to nearest GP (significant)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Highways access</li> <li>- Distance to a secondary school (significant)</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Capacity in nearest secondary school to support the size of development</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to a primary school</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>- Groundwater protection zone.</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> <li>-</li> <li>-</li> </ul>	- N/A
SIB5 - Land at Hovis Mill Lane/Halstead Road, Sible Hedingham	Residential	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to a primary school</li> <li>- Sensitivity to change in the LCA</li> </ul>	- N/A
SIB6 - Land at Wethersfield Road (junction with Prayors Hill), Sible Hedingham	Residential/live-work/employment/community	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Distance to a primary</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distances to primary shopping area boundaries</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden /</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>school (significant)</li> <li>- Distance to a secondary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>Archaeology</li> <li>- Groundwater protection zone</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	
SIB7 -		<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distance to nearest GP (significant)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Highways access</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school (significant)</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Capacity in nearest secondary school to support the size of development</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Loss of retail</li> <li>- Groundwater protection zone.</li> <li>- Sensitivity to change in the LCA</li> </ul>	- N/A
SIB8 -		<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to nearest GP</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Highways access</li> <li>- Groundwater protection zone.</li> <li>- Sensitivity to change in the</li> </ul>	- Footpath runs along site boundary to north east

Sites	Potential Use	Positive	Negative	Other Issues to Address
		(significant) - Accessible location - Distance to a primary school - Distance to a secondary school (significant) - PDL	LCA	
<b>Silver End</b>				
SIL1 - Land adjacent to Works, Boars Tye Road, Silver End	Residential	- Nearest Post Office - Distance to nearest GP - Distance to Bus Stops and Bus Regularity (significant) - Accessible location - Distance to a secondary school	- Distances to accessible natural greenspace (significant) - Loss of high quality agricultural land (Grades 1 & 2) - Distance to a primary school - Capacity in nearest primary school to support the size of development - Sensitivity to change in the LCA - Greenfield land	- N/A
SIL2 - Land at Temple Lane (Site A), Silver End	Residential	- Nearest Post Office - Distance to nearest GP (significant) - Distance to Bus Stops and Bus Regularity (significant) - Accessible location - Distance to a primary school (significant) - Distance to a secondary school	- Distances to accessible natural greenspace (significant) - Loss of high quality agricultural land (Grades 1 & 2) - Capacity in nearest primary school to support the size of development - Impact on Scheduled Monument / Listed Building / Conservation Area / Historic	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>Park or Garden / Archaeology</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	
SIL3 - Land at Temple Lane (Site B), Silver End	Recreational	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to nearest GP (significant)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology</li> </ul>	<ul style="list-style-type: none"> <li>- Identified potential risk from overland flow and/or surface water runoff</li> </ul>
SIL5 - Garden Field, Western Road, Silver End	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Sensitivity to change in the LCA</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
SIL6 - Crittall Works & The Old Print Works (now The Finishing Company, Unit 1 Western Road), Silver End		<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distance to nearest GP (significant)</li> <li>- Distance to Bus Stops and</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> </ul>	<ul style="list-style-type: none"> <li>- Identified potential risk from overland flow and/or surface water runoff</li> </ul>



Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Highways access</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>- Sensitivity to change in the LCA</li> </ul>	
SIL7 -		<ul style="list-style-type: none"> <li>- Nearest Post Offices</li> <li>- Delivery of affordable housing</li> <li>- Distance to nearest GP (significant)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Highways access</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>- Sensitivity to change in the LCA</li> </ul>	- N/A
SIL8 -		<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Delivery of affordable housing (significant)</li> <li>- Distance to nearest GP (significant)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a primary school</li> <li>- Capacity in nearest primary</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>- Accessible location</li> <li>- Highways access</li> <li>- Distance to a secondary school</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- school to support the size of development</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology</li> <li>- Sensitivity to change in the LCA</li> </ul>	
SIL9 -		<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Delivery of affordable housing</li> <li>- Distance to nearest GP (significant)</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Accessible location</li> <li>- Highways access</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Capacity in nearest primary school to support the size of development</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>- Sensitivity to change in the LCA</li> </ul>	- N/A
<b>Stambourne</b>				
STA1 - Old House Farm, Chapel End Way, Stambourne	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a primary school</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	
<b>Steeple Bumpstead</b>				
STE1 - Land South of Freeze's Barns, North Street, Steeple Bumpstead	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Distance to a primary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a secondary school</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	- N/A
STE2 - Land Adjacent to Freeze's Barns, North Street, Steeple Bumpstead	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to nearest GP</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Distance to a primary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a secondary school</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>Park or Garden / Archaeology (significant)</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	
STE3 - Dares Yard, 2a Chapel Street, Steeple Bumpstead	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to nearest GP (significant)</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	- N/A
STE4 - Land East of Steeple Bumpstead	Residential and Employment	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to nearest GP (significant)</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Distance to a primary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	- N/A
STE5 - Land to the north of Steeple Bumpstead	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Distance to a primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a secondary</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
		-	<ul style="list-style-type: none"> <li>school</li> <li>Sensitivity to change in the LCA</li> <li>Greenfield land</li> </ul>	
STE6 - Land at The Endway, Steeple Bumpstead	Residential	<ul style="list-style-type: none"> <li>Nearest Post Office</li> <li>Distances to employment sites (B1, B2, B8)</li> <li>Distance to Bus Stops and Bus Regularity</li> <li>Distance to a primary school</li> </ul>	<ul style="list-style-type: none"> <li>Distances to accessible natural greenspace (significant)</li> <li>Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>Distance to a secondary school</li> <li>Sensitivity to change in the LCA</li> <li>Greenfield land</li> </ul>	- N/A
STE7 - Bower Croft, Finchingfield Road	Include in village envelope	<ul style="list-style-type: none"> <li>Nearest Post Office</li> <li>Distance to nearest GP (significant)</li> <li>Distances to employment sites (B1, B2, B8)</li> <li>Distance to Bus Stops and Bus Regularity</li> <li>Distance to a primary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>Distances to accessible natural greenspace (significant)</li> <li>Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>Distance to a secondary school</li> <li>Sensitivity to change in the LCA</li> <li>Greenfield land</li> </ul>	- N/A
<b>Stisted</b>				
ST11 - Land fronting Rectory Lane (south of Stisted Lodge), Stisted	Residential	<ul style="list-style-type: none"> <li>Nearest Post Offices</li> <li>Distance to a primary school (significant)</li> <li>Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>Distance to nearest GP</li> <li>Distances to accessible natural greenspace</li> <li>Distances to primary shopping area boundaries</li> <li>Loss of high quality</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>agricultural land (Grades 1 &amp; 2)</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Greenfield land</li> </ul>	
<b>Sturmer</b>				
STU1 -(Land to rear of Victoria Cottages / Beleze Cottages, Towley Hill, Sturmer)		- N/A	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Loss of recreation (formal / informal), open space, allotments.</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Groundwater protection zone</li> <li>- Sensitivity to change in the LCA</li> </ul>	- N/A
STU2 - Land adjoining eastern end of Village Envelope, Sturmer	Amendment to Village Envelope	- N/A	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Groundwater protection zone</li> <li>- Sensitivity to change in the</li> </ul>	- N/A

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>LCA</li> <li>- Greenfield land</li> </ul>	
SturW est 2 - Sturmer West Emp Alloc consult		<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distances to primary shopping area boundaries</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
SturWest1		<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distances to primary shopping area boundaries</li> <li>- Distances to employment sites (B1, B2, B8)</li> <li>- Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
<b>Terling</b>				
TER1 - Land at Medlars, Fairstead Road, Terling	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Distance to a primary school (significant)</li> <li>- Distance to a secondary school</li> <li>- PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> </ul>
TER2 - Betws-y-Coed, Fairstead Road, Terling	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to nearest GP (significant)</li> <li>- Distance to Bus Stops and Bus Regularity</li> <li>- Distance to a primary</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
		<ul style="list-style-type: none"> <li>school (significant)</li> <li>- Distance to a secondary school</li> <li>- PDL</li> </ul>		
<b>Wethersfield</b>				
WET1 - Land between West Drive and Braintree Road, Wethersfield	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to a primary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a secondary school</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> </ul>
WET2 - Land between Playing Field and Parsonage Farm, High Street, Wethersfield	Residential	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to a primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a secondary school</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden /</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> </ul>



Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>Archaeology (significant)</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	
WET3 - Land at Owls Hall, Blackmore End		<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> </ul>
WET4 - Land near Russells Farm, adjacent to Silver Street, Wethersfield	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to a primary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> </ul>
WET5 - Land at Silver Street, Wethersfield	Amendment to Village Envelope	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to a primary school (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>LCA</li> <li>- Greenfield land</li> </ul>	
<b>White Colne</b>				
WHC1 - Colneford Hill, White Colne	Amendment to Village Envelope	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> <li>- Distance to a primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to LNR</li> <li>- Distance to a secondary school</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
WHC2 Land north of Colchester Road, White Colne	Residential	<ul style="list-style-type: none"> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
WHC3- Land south of Colchester Road, White Colne	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden /</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
			<ul style="list-style-type: none"> <li>Archaeology (significant)</li> <li>Sensitivity to change in the LCA</li> <li>Greenfield land</li> </ul>	
<b>White Notley</b>				
WHN1 - Land off Station Road, White Notley	Residential	<ul style="list-style-type: none"> <li>Distance to Bus Stops and Bus Regularity</li> <li>Distance to Railway Stations and Train Regularity (significant)</li> <li>Rail links (significant)</li> <li>Distance to a primary school (significant)</li> <li>Distance to a secondary school</li> <li>PDL</li> </ul>	<ul style="list-style-type: none"> <li>Distances to accessible natural greenspace (significant)</li> <li>Impact on Scheduled Monument / Listed Building / Conservation Area / Historic Park or Garden / Archaeology (significant)</li> <li>Sensitivity to change in the LCA</li> </ul>	<ul style="list-style-type: none"> <li>Distances to accessible natural greenspace</li> </ul>
<b>Wickham St Paul</b>				
WIC1A - Land off Church Road (opposite Winton Cottage), Wickham St Paul	Residential	<ul style="list-style-type: none"> <li>Nearest Post Office</li> <li>Distance to Bus Stops and Bus Regularity (significant)</li> <li>PDL</li> </ul>	<ul style="list-style-type: none"> <li>Distances to accessible natural greenspace (significant)</li> <li>Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>Accessible location</li> <li>Distance to a primary school</li> <li>Distance to a secondary school</li> <li>Sensitivity to change in the LCA</li> </ul>	<ul style="list-style-type: none"> <li>Distances to accessible natural greenspace</li> </ul>
WIC1B - Land off Church Road (opposite Winton Cottage/Beverleigh),	Residential	<ul style="list-style-type: none"> <li>Nearest Post Offices</li> <li>Distance to Bus Stops and Bus Regularity</li> </ul>	<ul style="list-style-type: none"> <li>Distances to accessible natural greenspace (significant)</li> </ul>	<ul style="list-style-type: none"> <li>Distances to accessible natural greenspace</li> </ul>

Sites	Potential Use	Positive	Negative	Other Issues to Address
Wickham St Paul		(significant)	<ul style="list-style-type: none"> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Accessible location</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	
WIC2 - Land at Rectory Lane, Wickham St Paul	Residential	<ul style="list-style-type: none"> <li>- Nearest Post Office</li> <li>- Distance to Bus Stops and Bus Regularity (significant)</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace (significant)</li> <li>- Loss of high quality agricultural land (Grades 1 &amp; 2)</li> <li>- Accessible location</li> <li>- Distance to a primary school</li> <li>- Distance to a secondary school</li> <li>- Sensitivity to change in the LCA</li> <li>- Greenfield land</li> </ul>	<ul style="list-style-type: none"> <li>- Distances to accessible natural greenspace</li> </ul>

## 5 Conclusions

### 5.1 Development Management Policies

The Development Management Policies have been grouped thematically to show their impacts during the plan period. The conclusions of the policies are outlined below.

#### 5.1.1 Sustainable Development Policies

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ADM1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ADM2	+	0	0	0	0	+	0	0	0	+	0	0	0	0	++

The Sustainable Development policies will have significant positive impacts on:

- Landscape and townscape

There will be further positive impacts on:

- Communities
- Biodiversity
- Cultural heritage.

#### 5.1.2 Housing Policies

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ADM3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ADM4	+	++	0	0	0	0	0	+	0	0	+	0	0	0	+
ADM5	0	+	+	0	0	0	+	+	0	0	0	0	0	0	+
ADM6	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0
ADM7	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0
ADM8	+	++	+	0	0	0	0	0	0	/	0	0	0	0	+
ADM9	+	0	0	0	0	0	0	0	0	0	0	0	0	0	++
ADM10	0	0	0	0	0	0	0	0	0	+	0	0	0	0	++
ADM11	0	+	0	0	0	0	0	0	0	+	0	0	0	0	+
ADM12	0	+	0	0	+	0	0	0	0	0	0	0	0	0	+
ADM13	0	+	0	0	0	0	0	0	0	0	0	0	0	0	+

ADM14	+	0	+	0	0	+	0	0	0	0	0	0	0	0	+
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The Housing policies will have significant positive impacts on:

- Housing
- Landscape and townscape.

There will be further positive impacts on:

- Communities
- Health
- Economic growth
- Biodiversity
- Sustainable Transport
- Accessibility
- Cultural heritage
- Climate change

There will however be an uncertain impact on:

- Cultural heritage

### 5.1.3 Employment Policies

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ADM15	0	0	0	0	++	0	0	+	+	0	0	0	0	0	0
ADM16	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0
ADM17	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0
ADM18	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0
ADM19	0	0	0	0	+	0	+	+	0	0	0	+	0	0	+
ADM20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ADM21	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0
ADM22	0	0	0	0	++	0	/	/	+	0	0	0	0	0	0
ADM23	0	/	0	/	+	/	0	/	0	/	0	0	0	0	+

The Employment policies will have significant positive impacts on:

- Economic growth.

There will be further positive impacts on:

- Housing
- Sustainable Transport

- Accessibility
- Education and skills
- Water quality
- Landscape and townscape

There will however be uncertain impacts on:

- Housing
- The vitality and viability of service centres
- Biodiversity
- Sustainable Transport
- Accessibility
- Cultural heritage

#### 5.1.4 Retail Policies

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ADM24	0	+	0	++	+	0	+	+	0	0	0	0	0	0	0
ADM25	0	+	0	++	+	0	+	+	0	0	0	0	0	0	0
ADM26	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0
ADM27	0	0	0	++	+	0	+	+	0	+	0	0	0	0	++
ADM28	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0
ADM29	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0
ADM30	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0
ADM31	0	0	0	+	0	0	0	+	0	0	0	0	0	0	0
ADM32	0	0	0	+	+	0	+	+	0	0	0	0	0	+	0
ADM33	0	+	0	++	+	0	0	0	0	0	0	0	0	0	0
ADM34	0	+	0	+	+	0	+	+	0	+	0	0	0	0	+
ADM35	+	+	0	+	0	0	0	+	0	0	0	0	0	0	0
ADM36	+	+	0	+	+	+	+	+	0	/	0	0	0	0	+
ADM37	0	+	0	0	+	0	+	+	0	0	0	0	0	0	0

The Retail policies will have significant positive impacts on:

- The vitality and viability of service centres
- Landscape and townscape

There will be further positive impacts on:

- Communities and safety
- Housing
- Economic growth
- Biodiversity
- Sustainable Transport
- Accessibility
- Cultural heritage
- Air quality
- Landscape and townscape

There will however be uncertain impacts on:

- Cultural heritage

### 5.1.5 Community Facilities Policies

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ADM38	0	0	0	0	0	0	0	0	+	0	0	0	0	0	0
ADM39	+	0	+	0	0	0	0	0	++	0	0	0	0	0	0
ADM40	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ADM41	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0
ADM42	+	0	+	0	0	0	+	+	0	0	0	0	0	0	+
ADM43	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0
ADM44	+	0	+	0	0	0	0	0	0	0	0	0	0	0	0

The Community facilities policies will have significant positive impacts on:

- Education and skills

There will be further positive impacts on:

- Communities and safety
- Health
- Sustainable Transport
- Accessibility
- Landscape and townscape

### 5.1.6 Transport Policies

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15



ADM45	+	0	0	0	0	0	++	++	0	0	+	0	0	+	0
ADM46	0	0	+	0	0	0	++	++	0	0	0	0	0	0	0
ADM47	0	0	0	+	0	0	+	+	0	0	0	0	0	0	0
ADM48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	+
ADM49	0	0	0	0	0	0	+	+	0	0	0	0	0	0	/

The Transport policies will have significant positive impacts on:

- Sustainable Transport
- Accessibility

There will be further positive impacts on:

- Communities and safety
- Health
- The vitality and viability of service centres
- Climate change
- Air quality
- Landscape and townscape

There will however be uncertain impacts on:

- Landscape and townscape

### 5.1.7 Environment Policies

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ADM50	0	0	0	0	0	+	0	0	0	+	0	0	0	0	++
ADM51	0	0	0	0	0	++	0	0	0	0	0	0	0	0	0
ADM52	/	/	0	0	+	+	-	+	0	0	0	0	0	0	+
ADM53	0	0	0	0	+	+	-	+	0	0	0	0	0	0	+
ADM54	0	0	0	0	0	+	0	0	0	+	0	0	0	0	+
ADM55	0	0	0	0	0	0	0	0	0	0	++	+	0	0	0
ADM56	0	0	0	0	0	+	0	0	0	+	+	+	+	0	+
ADM57	+	0	0	0	0	+	0	0	0	0	0	+	0	0	0
ADM58	+	0	+	0	0	+	0	0	0	0	0	+	0	+	0
ADM59	+	0	0	0	0	+	0	0	0	0	0	0	0	0	0

The Environment policies will have significant positive impacts on:

- Biodiversity
- Climate change
- Landscape and townscape

There will be further positive impacts on:

- Communities and safety
- Health
- Economic growth
- Accessibility
- Cultural heritage
- Water quality
- Flood risk
- Air quality

There will however be uncertain impacts on:

- Communities and safety
- Housing.

There will be negative impacts on:

- Sustainable transport

#### 5.1.8 Design, Conservation and Listed Buildings Policies

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ADM60	+	0	0	0	0	+	+	+	0	+	+	+	0	0	+
ADM61	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ADM62	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
ADM63	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
ADM64	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
ADM65	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
ADM66	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
ADM67	0	0	0	0	0	0	0	0	0	+	0	0	0	0	+
ADM68	0	0	0	0	0	0	0	0	0	+	0	0	0	0	0
ADM69	0	0	0	0	0	0	0	0	0	+	0	0	0	0	0

The Design, Conservation and Listed Buildings policies will have positive impacts on:

- Communities and safety
- Biodiversity
- Sustainable transport
- Accessibility
- Cultural heritage
- Climate change
- Water quality
- Landscape and townscape

### 5.1.9 Sport and Recreation Policies

	Sustainability Objectives														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
ADM70	+	0	+	+	0	0	+	+	0	0	0	0	0	0	0
ADM71	0	0	/	0	0	+	0	+	0	0	0	0	0	0	+
ADM72	0	0	/	0	0	0	0	+	0	0	0	0	0	0	0
ADM73	0	0	+	0	0	/	+	0	0	/	0	0	0	0	0
ADM74	+	0	++	0	0	+	0	0	0	0	0	0	0	0	+
ADM75	0	0	0	0	+	/	+	+	0	0	0	+	0	0	+

The Sport and Recreation policies will have significant positive impacts on:

- Health

There will be further positive impacts on:

- Communities
- The vitality and viability of service centres
- Economic growth
- Biodiversity
- Sustainable transport
- Accessibility
- Water quality
- Landscapes and townscapes

There will however be uncertain impacts on:

- Health
- Biodiversity
- Cultural heritage

**5.1.10 Overall Compatibility of Policies and Sustainability Objectives**

	Positive impacts	Negative / Uncertain impacts	Highest Individual Impact
1. Community facilities, cohesion, safety	21/75 policies address this sustainability objective positively (ADM2, ADM4, ADM8, ADM9, ADM14, ADM35, ADM36, ADM39, ADM40, ADM41, ADM42, ADM43, ADM44, ADM45, ADM57, ADM58, ADM59, ADM60, ADM61, ADM70, ADM74).	0/75 policies have negative impacts on this objective. 1/75 policies have uncertain impacts on this objective (ADM52)	+
2. Housing	16/75 policies address this sustainability objective positively (ADM4, ADM5, ADM6, ADM7, ADM8, ADM11, ADM12, ADM13, ADM21, ADM24, ADM25, ADM33, ADM34, ADM35, ADM36, ADM37).	0/75 policies have negative impacts on this objective. 2/75 policies have uncertain impacts on this objective (ADM23, ADM52).	++
3. Health	13/75 policies address this sustainability objective positively (ADM5, ADM8, ADM14, ADM39, ADM41, ADM42, ADM43, ADM44, ADM46, ADM58, ADM70, ADM73, ADM74).	0/75 policies have negative impacts on this objective 2/75 policies have uncertain impacts on this objective (ADM71, ADM72).	++
4. Service centre vitality	15/75 policies address this sustainability objective positively (ADM24, ADM25, ADM26, ADM27, ADM28, ADM29, ADM30, ADM31, ADM32, ADM33, ADM34, ADM35, ADM36, ADM47, ADM70).	0/75 policies have negative impacts on this objective 1/75 policies have uncertain impacts on this objective (ADM23).	++
5. Economic growth	23/75 policies address this sustainability objective positively (ADM12, ADM15, ADM16, ADM17, ADM18, ADM19, ADM22, ADM23, ADM24, ADM25, ADM26, ADM27, ADM28, ADM29, ADM30, ADM32, ADM33, ADM34, ADM36, ADM37, ADM52, ADM53, ADM75).	0/75 policies have negative impacts on this objective 0/75 policies have uncertain impacts on this objective.	++
6. Biodiversity	15/75 policies address this sustainability objective positively (ADM2, ADM14, ADM36, ADM50, ADM51, ADM52, ADM53, ADM54, ADM56, ADM57, ADM58,	0/75 policies have negative impacts on this objective 3/75 policies have uncertain impacts on this objective (ADM23, ADM73, ADM75).	++

	ADM59, ADM60, ADM71, ADM74).		
7. Sustainable transport	18/75 policies address this sustainability objective positively (ADM5, ADM19, ADM24, ADM25, ADM27, ADM32, ADM34, ADM36, ADM37, ADM42, ADM45, ADM46, ADM47, ADM49, ADM60, ADM70, ADM73, ADM75).	2/75 policies have negative impacts on this objective (ADM52, ADM53). 1/75 policies have uncertain impacts on this objective (ADM22).	++
8. Accessibility	25/75 policies address this sustainability objective positively (ADM4, ADM5, ADM15, ADM19, ADM24, ADM25, ADM27, ADM31, ADM32, ADM34, ADM35, ADM36, ADM37, ADM42, ADM45, ADM46, ADM47, ADM49, ADM52, ADM53, ADM60, ADM70, ADM71, ADM72, ADM75).	0/75 policies have negative impacts on this objective 2/75 policies have uncertain impacts on this objective (ADM23, ADM23).	++
9. Education and skills	4/75 policies address this sustainability objective positively (ADM15, ADM22, ADM38, ADM39).	0/75 policies have negative impacts on this objective. 0/75 policies have uncertain impacts on this objective.	++
10. Cultural heritage	17/75 policies address this sustainability objective positively (ADM2, ADM10, ADM11, ADM27, ADM34, ADM50, ADM54, ADM56, ADM60, ADM62, ADM63, ADM64, ADM65, ADM66, ADM67, ADM68, ADM69).	0/75 policies have negative impacts on this objective. 4/75 policies have uncertain impacts on this objective (ADM8, ADM23, ADM36, ADM73).	+
11. Climate change	5/75 policies address this sustainability objective positively (ADM4, ADM45, ADM55, ADM56, ADM60).	0/75 policies have negative impacts on this objective. 0/75 policies have uncertain impacts on this objective.	++
12. Water	7/75 policies address this sustainability objective positively (ADM19, ADM55, ADM56, ADM57, ADM58, ADM60, ADM75).	0/75 policies have negative impacts on this objective. 0/75 policies have uncertain impacts on this objective.	+
13. Flood risk	1/75 policies address this sustainability objective positively (ADM56).	0/75 policies have negative impacts on this objective. 0/75 policies have uncertain impacts on this objective.	+
14. Air quality	3/75 policies address this sustainability objective positively (ADM32, ADM45, ADM58).	0/75 policies have negative impacts on this objective. 0/75 policies have uncertain impacts on this objective.	+

15. Landscapes, townscapes	32/75 policies address this sustainability objective positively (ADM2, ADM4, ADM5, ADM8, ADM9, ADM10, ADM11, ADM12, ADM13, ADM14, ADM19, ADM23, ADM27, ADM34, ADM36, ADM42, ADM48, ADM50, ADM52, ADM53, ADM54, ADM56, ADM60, ADM62, ADM63, ADM64, ADM65, ADM66, ADM67, ADM71, ADM74, ADM75).	0/75 policies have negative impacts on this objective. 1/75 policies have uncertain impacts on this objective (ADM49).	++
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As can be seen, the Development management Policies positively impact on all of the Sustainability Objectives both individually and cumulatively. Performance is particularly strong in shaping the District's communities, economy and landscape.

Areas of possible improvement exist concerning water quality and sewerage, flood risk and air quality.

## 5.2 Site Allocations

The site allocations within the draft Site Allocations and Development Management Policies Plan have been appraised on their own individual merits. From these assessments, there have been a number of trends across different settlements within the settlement hierarchy. These are outlined below. Please note that not all settlements have been included within this summary. For more detailed individual impacts across all settlements, please see Annex D – Site Appraisals.

**Table 10: Summary of Site Assessments**

Settlement	General positive impacts	General negative impacts	Other general issues
Braintree, Bocking, Gt Notley	<ul style="list-style-type: none"> <li>- Accessibility</li> <li>- Public Transport, walking and cycling</li> <li>- Distance to schools</li> <li>- Highway access</li> <li>- Development on PDL</li> <li>- Proximity to services</li> <li>- Distance to retail and employment</li> <li>- Affordable housing delivery</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Educational capacity</li> <li>- Impact on Listed Buildings / historic environment</li> <li>- Landscape sensitivity on Greenfield locations</li> </ul>	<ul style="list-style-type: none"> <li>- Impacts on air quality</li> <li>- Capacities of sewerage network</li> <li>- Historic sewer flooding</li> </ul>
Witham	<ul style="list-style-type: none"> <li>- Accessibility</li> <li>- Public Transport, walking and cycling</li> <li>- Distance to schools</li> <li>- Highway access</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Educational capacity</li> <li>- Impact on Listed Buildings / historic</li> </ul>	<ul style="list-style-type: none"> <li>- Impacts on air quality</li> <li>- Historic sewer flooding</li> </ul>

	<ul style="list-style-type: none"> <li>- Development on PDL</li> <li>- Proximity to services</li> <li>- Distance to retail and employment</li> <li>- Affordable housing delivery</li> </ul>	<ul style="list-style-type: none"> <li>- environment</li> <li>- Landscape sensitivity on Greenfield locations</li> </ul>	
Halstead	<ul style="list-style-type: none"> <li>- Public Transport, walking and cycling</li> <li>- Distance to schools</li> <li>- Development on PDL</li> <li>- Proximity to services</li> <li>- Distance to retail and employment</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Impacts on groundwater protection zones</li> <li>- Greenfield development</li> <li>- Landscape sensitivity</li> <li>- Educational capacity</li> <li>- Impacts on historic environment</li> </ul>	<ul style="list-style-type: none"> <li>- Impacts on air quality</li> <li>- Historic sewer flooding</li> </ul>
Alphamstone	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>	<ul style="list-style-type: none"> <li>- Accessibility</li> <li>- Proximity to public transport and education</li> <li>- Sensitive landscape</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>
Ashen	<ul style="list-style-type: none"> <li>- Proximity to Post Office</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Proximity to public transport and education</li> <li>- Sensitive landscape</li> <li>- Loss of agricultural land</li> <li>- Greenfield development</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>
Birdbrook	<ul style="list-style-type: none"> <li>- Distance to public transport</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Impacts on groundwater protection zones</li> <li>- Proximity to education</li> <li>- Sensitive landscape</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>
Belchamp Otten	<ul style="list-style-type: none"> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>

		<ul style="list-style-type: none"> <li>greenspace</li> <li>- Proximity to public transport</li> <li>- Distance to secondary school</li> <li>- Greenfield development</li> <li>- Loss of agricultural land</li> <li>- Sensitive landscape</li> </ul>	
Belchamp St Paul	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Proximity to public transport</li> <li>- Distance to schools</li> <li>- Greenfield development</li> <li>- Sensitive landscape</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>
Black Notley	<ul style="list-style-type: none"> <li>- Accessibility</li> <li>- Public transport</li> <li>- Distance to schools and services</li> <li>- Highways access</li> <li>- Affordable housing delivery</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Greenfield development</li> <li>- Educational capacity</li> <li>- Loss of agricultural land</li> </ul>	<ul style="list-style-type: none"> <li>- Foothpaths on site</li> <li>- Surface water runoff</li> <li>- Air quality</li> </ul>
Bulmer / Bulmer Tye	<ul style="list-style-type: none"> <li>- Public transport</li> <li>- Distance to Post Office and GP</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Impact on historic environment</li> <li>- Landscape sensitivity</li> <li>- Greenfield development</li> <li>- Distance to education</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>
Castle Hedingham	<ul style="list-style-type: none"> <li>- Public transport</li> <li>- Education</li> <li>- Distance to GP</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment</li> <li>- Landscape sensitivity</li> <li>- Greenfield development</li> <li>- Distance to accessible natural greenspace</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>
Coggeshall	<ul style="list-style-type: none"> <li>- Affordable housing delivery</li> </ul>	<ul style="list-style-type: none"> <li>- Tree Preservation Orders</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>



	<ul style="list-style-type: none"> <li>- Distance to schools</li> <li>- Proximity to Post Office and GP</li> <li>- Accessibility</li> <li>- Public transport</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Landscape sensitivity</li> <li>- Greenfield development</li> <li>- Educational capacity</li> </ul>	
Colne Engaine	<ul style="list-style-type: none"> <li>- Distance to schools</li> </ul>	<ul style="list-style-type: none"> <li>- Landscape sensitivity</li> <li>- Greenfield development</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>
Cressing	<ul style="list-style-type: none"> <li>- Public transport</li> <li>- Distance to schools</li> <li>- Distances to services, including primary shopping areas</li> <li>- Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Landscape sensitivity</li> <li>- Greenfield development</li> <li>- Air quality</li> <li>- Educational capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Air quality</li> </ul>
Earls Colne / White Colne	<ul style="list-style-type: none"> <li>- Distance to schools</li> <li>- Distance to employment</li> <li>- Public transport</li> <li>- Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity</li> <li>- Distance to accessible natural greenspace</li> <li>- Landscape sensitivity</li> <li>- Impacts on historic environment</li> <li>- Greenfield development</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>
Feering	<ul style="list-style-type: none"> <li>- Accessibility</li> <li>- Distance to schools</li> <li>- Public transport</li> <li>- Distance to employment</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Greenfield development</li> <li>- Educational capacity</li> <li>- Impact on historic environment</li> </ul>	<ul style="list-style-type: none"> <li>- Surface water runoff</li> </ul>
Finchingfield	<ul style="list-style-type: none"> <li>- Public transport</li> <li>- Distance to Post office and GP</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on Groundwater Protection Zone</li> <li>- Distance to accessible natural greenspace</li> <li>- Educational</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>

		<ul style="list-style-type: none"> <li>- capacity</li> <li>- Greenfield development</li> <li>- Landscape sensitivity</li> <li>- Impact on historic environment</li> </ul>	
Gestingthorpe	<ul style="list-style-type: none"> <li>- Public transport</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Distance to schools</li> <li>- Greenfield development</li> <li>- Loss of agricultural land</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>
High Garrett	<ul style="list-style-type: none"> <li>- Public transport</li> <li>- Distance to secondary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Distance to primary school and capacity</li> <li>- Greenfield development</li> <li>- Landscape sensitivity</li> <li>- Loss of agricultural land</li> </ul>	<ul style="list-style-type: none"> <li>- Secondary school capacity</li> </ul>
Gt Bardfield	<ul style="list-style-type: none"> <li>- Public transport</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Impact on historic environment</li> <li>- Distance to accessible natural greenspace</li> <li>- Greenfield development</li> <li>- Landscape sensitivity</li> <li>- Impact on LoWS and Visually Important Space</li> </ul>	<ul style="list-style-type: none"> <li>- Educational capacity</li> </ul>
Gt Maplestead	<ul style="list-style-type: none"> <li>- Public transport</li> <li>- Distance to schools</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Greenfield development</li> <li>- Loss of agricultural land</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>
Gt Yeldham	<ul style="list-style-type: none"> <li>- Public transport</li> <li>- Distance to schools</li> <li>- Distance to Post</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Impact on</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>

	Office and GP	Groundwater Protection Zone - Landscape sensitivity - Greenfield development	
Greenstead Green	- Affordable housing delivery - Public transport - Distance to secondary school - Accessibility	- Greenfield development - Landscape sensitivity - Distance to accessible natural greenspace - Distance to primary school	- Air quality
Hatfield Peverel & Nounsley	- Distance to schools - Accessibility - Distance to GP and Post Office - Public transport - School capacity - Affordable housing delivery	- Distance to accessible natural greenspace - Air quality - Greenfield development	- Impact on public footpaths
Helions Bumpstead	- Public transport - Distance to Post Office	- Distance to accessible natural greenspace - Greenfield development - Landscape sensitivity - Distance to schools - Loss of agricultural land	- No trends identified -
Kelvedon	- Accessibility - Distance to schools - Public transport - Distance to employment -	- Distance to accessible natural greenspace - Greenfield development - Educational capacity - Impact on historic environment	- Surface water runoff
Rivenhall (and End)	- Distances to employment - Public transport - Distance to schools - Accessibility	- Distance to accessible natural greenspace - Greenfield development - Landscape sensitivity - Loss of agricultural land	- Air quality - Surface water runoff

Lamarsh	<ul style="list-style-type: none"> <li>- Public transport</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Greenfield development</li> <li>- Distance to schools</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>
Lt Maplestead	<ul style="list-style-type: none"> <li>- Distance to secondary school</li> <li>- Public transport</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Greenfield development</li> <li>- Distance to primary school</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>
Panfield	<ul style="list-style-type: none"> <li>- Distance to secondary school</li> <li>- Public transport</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Greenfield development</li> <li>- Loss of agricultural land</li> <li>- Distance to, and capacity of nearest primary school</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>
Pebmarsh	<ul style="list-style-type: none"> <li>- Public transport</li> <li>- Distance to schools</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Impact on historic environment</li> <li>- Landscape sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>
Rayne	<ul style="list-style-type: none"> <li>- Distance to schools accessibility</li> <li>- Affordable housing delivery</li> <li>- Distance to Post Office</li> <li>- Public transport</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Landscape sensitivity</li> <li>- Greenfield development</li> <li>- School capacities</li> </ul>	<ul style="list-style-type: none"> <li>- Air quality</li> <li>- Footpaths</li> </ul>
Ridgewell	<ul style="list-style-type: none"> <li>- Public transport</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>

		<ul style="list-style-type: none"> <li>- Loss of agricultural land</li> <li>- Landscape sensitivity</li> <li>- Greenfield development</li> <li>- Distance to secondary school</li> </ul>	
Shalford	<ul style="list-style-type: none"> <li>- Public transport</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to secondary school</li> <li>- Greenfield development</li> <li>- Landscape sensitivity</li> <li>- Distance to accessible natural greenspace</li> <li>- Distance to ancient woodland</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>
Sible Hedingham	<ul style="list-style-type: none"> <li>- Distance to employment</li> <li>- Distance to Post Office and GP</li> <li>- Distance to schools</li> <li>- Public transport</li> <li>- Accessibility</li> <li>- Delivery of affordable housing</li> <li>- School capacity</li> </ul>	<ul style="list-style-type: none"> <li>- Landscape sensitivity</li> <li>- Greenfield development</li> <li>- Impact on groundwater protection zone</li> <li>- Distance to accessible natural greenspace</li> <li>- Impact on historic environment</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>
Silver End	<ul style="list-style-type: none"> <li>- Affordable housing delivery</li> <li>- Distance to Post Office and GP</li> <li>- Public transport</li> <li>- Distance to schools</li> <li>- Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>- Landscape sensitivity</li> <li>- Impact on groundwater protection zone</li> <li>- Distance to accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Impact on historic environment</li> <li>- School capacities</li> </ul>	<ul style="list-style-type: none"> <li>- Surface water runoff</li> </ul>
Stambourne, Chapel End and Dyers End	<ul style="list-style-type: none"> <li>- Public transport</li> <li>- Distance to Post Office</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Greenfield land</li> <li>- Distances to schools</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>

Steeple Bumpstead	<ul style="list-style-type: none"> <li>- Distance to Post Office and GP</li> <li>- Public transport</li> <li>- Distance to employment</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Greenfield land</li> <li>- Distances to secondary school</li> <li>- Landscape sensitivity</li> </ul>	- No trends identified
Stisted	<ul style="list-style-type: none"> <li>- Distance to Post Office</li> <li>- Distance to schools</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to GP</li> <li>- Distance to accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Greenfield land</li> <li>- Public transport</li> </ul>	- No trends identified
Sturmer (East and West)	<ul style="list-style-type: none"> <li>- Distance to Post Office</li> <li>- Public transport</li> <li>- Distance to employment</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Distance to schools</li> <li>- Impact on Groundwater Protection Zone</li> </ul>	- No trends identified
Terling	<ul style="list-style-type: none"> <li>- Distance to Post Office</li> <li>- Distance to primary school</li> <li>- School capacities</li> <li>- Development on PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>-</li> </ul>	- No trends identified
Wethersfield	<ul style="list-style-type: none"> <li>- Distance to Post Office</li> <li>- Public transport</li> <li>- Distance to primary school</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Loss of agricultural land</li> <li>- Greenfield land</li> <li>- Landscape sensitivity</li> <li>- Distance to secondary school</li> <li>- Impact on historic environment</li> </ul>	- No trends identified
White Notley	<ul style="list-style-type: none"> <li>- Public transport</li> <li>- Distance to schools</li> <li>- Development on PDL</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Landscape sensitivity</li> <li>- Impact on historic</li> </ul>	- No trends identified

		environment	
Wickham St Paul	<ul style="list-style-type: none"> <li>- Distance to Post Office</li> <li>- Public transport</li> </ul>	<ul style="list-style-type: none"> <li>- Distance to accessible natural greenspace</li> <li>- Landscape sensitivity</li> <li>- Loss of agricultural land</li> <li>- Greenfield development</li> <li>- Accessibility</li> <li>- Distance to schools</li> </ul>	<ul style="list-style-type: none"> <li>- No trends identified</li> </ul>

## **6 Monitoring and Next Steps**

### **6.1 Monitoring**

The significant sustainability effects of implementing a Local Plan must be monitored in order to identify unforeseen adverse effects and to be able to undertake appropriate remedial action. Annex C of this Environmental Report contains suggested indicators in order to monitor each of the Sustainability Objectives, however these may not all be collected due to limited resources and difficulty in data availability or collection.

Appendix 14 of the 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents' guidance (ODPM) provides further details on the implementation and monitoring of LDFs. It states that it is not necessary to monitor everything, but that monitoring should focus on significant sustainability effects, e.g. those that indicate a likely breach of international, national or local legislation, that may give rise to irreversible damage or where there is uncertainty and monitoring would enable preventative or mitigation measures to be taken.

### **6.2 Next Steps**

#### **6.2.1 Consultation**

To enable the community and other stakeholders to continue to contribute to the Plan, there is now a period of formal consultation on the draft Site Allocations and Development Management Policies Plan. This Environmental Report will be published for consultation alongside the Plan, so that it might facilitate more informed responses. It is also important that there is an opportunity for questions to be raised regarding any of the judgements made within this SA/SEA, and further evidence put forward that may help to consider sustainability effects.

Following consultation, views and comments will be reported to the Braintree District Council Local Development Framework Sub Committee following the end of the public consultation period. The LDF Sub Committee will then approve a Submission Draft – a revised version of the consultation document, which will be submitted to the full Council for approval and will then be submitted to the Planning Inspectorate for examination. The public will be consulted on the Submission Draft document and any objections to this document at this stage will be sent to the Planning Inspector who will consider whether the Submission Draft Plan meets the following tests of soundness:-

- To be positively prepared
- Justified
- Effective
- Consistent with national policy

#### **6.2.2 SA/SEA Adoption Statement**

Once a plan or programme has been adopted, the SEA Directive requires those responsible for preparing it, in this case Braintree District Council, to provide the public and the Consultation Bodies with information on how environmental considerations and consultation responses are reflected in the plan or programme and how its implementation will be monitored in the future.

The Directive states that:

*Plan or programme proponents should ensure that, when a plan or programme is adopted, the Environmental Consultation Bodies and the public are informed and the following items are made available to those so informed:*

*(a) the plan or programme as adopted;*



*(b) a statement summarising how environmental considerations have been integrated into the plan or programme...[including] the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with, and*

*(c) the measures decided concerning monitoring [of the plan]*

*Annex 9(1)*

In light of this requirement, Braintree District Council should prepare an SA/SEA Adoption Statement setting out the above information (reporting on how sustainability considerations have been taken into account rather than environmental considerations only).

DRAFT

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