

## **ALLOCATIONS DEVELOPMENT PLAN DOCUMENT (DPD) PROGRESSION**

### **1 INTRODUCTION**

- 1.1 In March and April 2010 the Council carried out a public consultation on a Discussion and Consultation version of the Allocations DPD, and the draft Sustainability Appraisal for the plan was subject to consultation in January and February 2012. Following the adoption of the Rochford Core Strategy on 13 December 2011, background work to inform the development of the sites to be designated within the next stage of the Allocations DPD (the pre-submission document) is taking place.
- 1.2 This report considers the options for the different land uses set out in the Allocations DPD: Discussion and Consultation Document, with the exception of residential development and Gypsy and Traveller site options. These uses will be considered in a separate report at a later date.

### **2 ROLE OF THE ALLOCATIONS DPD**

- 2.1 The Allocations DPD sits below the Rochford Core Strategy in the Local Development Framework and will identify specific sites for different land uses such as residential development, employment land, open space, town centres and environmental designations.
- 2.2 The initial stage of this document (the Discussion and Consultation Document) sets out a number of options for different land uses to encourage discussion on the issues it addresses. This document was consulted upon in March and April 2010.
- 2.3 A Sustainability Appraisal, which assesses the environmental, economic and social implications of policies and options in plan making, has been undertaken for the Discussion and Consultation Document. This draft Sustainability Appraisal was consulted on in January and February 2012 and, as it is still in draft form, the document is subject to change. The final Sustainability Appraisal for this stage of the document will now be prepared. The Sustainability Appraisal forms part of the evidence base for the development of the Allocations DPD and can be used to aid decision-making.
- 2.4 The next stage in the preparation of the Allocations DPD is the pre-submission version. This document will identify specific sites, as opposed to options, that the Council considers to be the most appropriate and sustainable for a number of different land uses. The pre-submission Allocations DPD will be subject to a further 6 week period of public consultation before it is submitted to the Government (along with other supporting evidence base documents) for independent examination.

- 2.5 This report considers the options for the allocation of employment land, environmental designations and educational sites (including the expansion of King Edmund School and existing school sites). It also considers the options for open spaces, leisure facilities, community facilities, town centre boundaries, the option to re-allocate Hockley as a district centre and Primary Shopping Areas. A later report will consider options for residential development and sites for travellers.

### **3 CONSIDERATION OF OPTIONS FOR ALLOCATION WITHIN THE ALLOCATIONS DPD**

#### **Employment Land Options**

- 3.1 The Allocations DPD: Discussion and Consultation Document identified a number of existing employment sites to be protected through the Rochford District Local Development Framework. These include:-
- Baltic Wharf (which should also include Essex Marina to the east – see appendix 1)
  - Swaines Industrial Estate
  - Purdeys Industrial Estate
  - Riverside Industrial Estate
  - Rochford Business Park
  - Imperial Park Industrial Estate
  - Brook Road Industrial Estate
  - Aviation Way Industrial Estate
- 3.2 It is recommended that these existing employment sites should be identified within the pre-submission document and allocated for employment use.
- 3.3 The Rochford Core Strategy identifies the general locations of 'West of Rayleigh', 'North of London Southend Airport' and 'South of Great Wakering' as appropriate locations for new employment development. The Allocations DPD: Discussion and Consultation Document sets out (with the exception of the area to the north of the airport, which will be considered in detail through the London Southend Airport and Environs Joint Area Action Plan) a number of options for the location of new employment development around Rayleigh and Great Wakering.
- 3.4 Each of these options and sites that have been submitted to the Council to be considered for employment use within the development of the Allocations DPD have been assessed in detail within the attached document (see

appendix 2). These sites are within the general locations for employment development set out in the Rochford District Core Strategy.

- 3.5 It is recommended that consideration is given to the appropriateness of each of the sites considered for employment land within appendix 2.

### **Environment Options**

- 3.6 The Allocations DPD: Discussion and Consultation Document identified Local Wildlife Sites, the Upper Roach Valley and the Coastal Protection Belt for allocation.
- 3.7 It is recommended that these designations are identified and allocated within the next iteration of the Allocations DPD (the pre-submission document).

### **Education Options – Expansion of King Edmund School**

- 3.8 Three options for the expansion of King Edmund School were set out in the Discussion and Consultation Document. These were broadly to the east of the existing playing field (Option KES1), to the north of the King Edmund School (Option KES2) and to the east of Spencer Gardens (Option KES3). Outside of the LDF process, but nevertheless of relevance to the Allocations DPD, an outline planning application for the area to the north of King Edmund School, to the south of Brays Lane (Ref: 11/00315/OUT) for 100 dwellings and improved access to the school has been submitted, and was approved by Council on 14 September 2011.
- 3.9 The application site encompasses the sites identified within Options KES2 and KES3.
- 3.10 As part of the planning application, an additional 2 hectares of land to the east of the existing playing field (to the east of Oxford Road), which is broadly commensurate with Option KES1, was identified to be set aside for sports pitches for the school (see appendix 3).
- 3.11 It is recommended that, in light of this, the 2 hectares of land identified within the planning application to the south of Brays Lane is considered a preferred site for allocation for education use as part of the existing King Edmund School site (Option EDU5 within the Discussion and Consultation Document).

### **Education Options – Existing School Sites**

- 3.12 Existing school sites were identified within the Allocations DPD: Discussion and Consultation Document. It is recommended that these existing school sites should be allocated for educational use. The draft Sustainability Appraisal for the Discussion and Consultation Document recommends that, for those schools situated in the Green Belt, their playing fields should retain a dual designation of Green Belt and educational use to prevent unnecessary

encroachment into the Green Belt. As such, the existing developed part of the site should not retain their Green Belt designations.

- 3.13 It is noted, however, that Rayleigh Primary School, Love Lane, Rayleigh was omitted from the Discussion and Consultation Document. It is recommended that this site should also be considered for allocation for educational use (see appendix 4).

#### **Open Space Options**

- 3.14 Areas of existing public open space (as set out in the Replacement Local Plan 2006) were identified within the Discussion and Consultation Document. The draft Sustainability Appraisal, however, recommends that all areas of public open space identified within the Open Space Study 2009 should be allocated as open space within the next iteration of the Allocations DPD.
- 3.15 It is recommended that the sites identified within the Open Space Study 2009 are allocated as open space.

#### **Leisure Facilities Options**

- 3.16 The three leisure centres within the District (Rayleigh Leisure Centre, Clements Hall Leisure Centre and Great Wakering Leisure Centre) were identified within the Discussion and Consultation Document for allocation as leisure use.
- 3.17 Rayleigh Leisure Centre (Option LF1) should be allocated for leisure use. The playing pitches to the rear of the leisure centre were not identified in the option as these had not been completed at the time of publication. However, as acknowledged within the draft Sustainability Appraisal, these have now been completed. It is therefore recommended that the playing pitches should be included within the allocation for Rayleigh Leisure Centre (see appendix 5).
- 3.18 Clements Hall Leisure Centre (Option LF2) should be allocated for leisure use. The draft Sustainability Appraisal suggests that the existing playing field should retain a dual designation of Green Belt and leisure use to prevent unnecessary encroachment into the Green Belt. As such, the existing developed part of the site should not retain its Green Belt designation. It is recommended that Clements Hall Leisure Centre is allocated accordingly.
- 3.19 Great Wakering leisure Centre (Option LF3) was closed, as noted in the draft Sustainability Appraisal, in October 2011. It goes on to note, however, that
- “It may therefore not be appropriate to allocate Option LF3 for leisure use. This site, which encompasses both the leisure centre and the playing field, may retain its existing public open space designation. However, the allocation of the existing developed part of the site may need to be reviewed in light of these recent changes.” (paragraph 6.278)



- 3.20 A change in the allocation of the developed part of the Great Wakering Leisure Centre site to include it within the existing residential area may be considered.
- 3.21 It is therefore recommended that Rayleigh Leisure Centre should be allocated in its entirety for leisure use, and Clements Hall Leisure Centre should be allocated for leisure use, with just the playing field remaining in the Green Belt. The playing field to the rear of Great Wakering Leisure Centre should continue to be allocated as open space, and it should be considered whether the rest of the leisure centre site should be included within the residential development allocation.

### **Community Facilities Options**

- 3.22 A number of community facilities were identified in the Discussion and Consultation Document to be allocated for community use. However, the draft Sustainability Appraisal recommended that although the option to allocate the identified sites (Option CF1) would perform well against sustainability objectives; it would not be practical to allocate all buildings/structures in community use, given that such uses are sometimes at a very small scale. Such an approach may also entail some community uses being omitted while others are included, which may give the incorrect impression that the former are less worthy of protection than the latter. It then goes further to suggest that the general policy within the Rochford District Core Strategy (Policy CLT6) is adequate to provide protection for such facilities.
- 3.23 As such, it is recommended that the community facilities within the District should not be allocated individually within the next iteration of the Allocations DPD, but should continue to be protected through the overarching policy within the Rochford Core Strategy.

### **Town Centre Boundary Options**

- 3.24 Two options were identified for the Rayleigh town centre boundary; to retain the existing town centre boundary (Option TC1) or to re-draw the town centre boundary around the Primary Shopping Area (Option TC2).
- 3.25 The draft Sustainability Appraisal suggests that Option TC1 performs more strongly in terms of sustainability than Option TC2, which identifies a smaller area. Furthermore, the Retail and Leisure Study (2008) also supports the retention of the existing boundary.
- 3.26 It is recommended that the Rayleigh town centre boundary remains as existing.
- 3.27 Four options were identified for the Rochford town centre boundary; to retain the existing town centre boundary (Option TC3), to align the town centre boundary centred around the Market Square (Option TC4), to re-draw the

town centre boundary inclusive of residential areas (Option TC5) and to re-draw the town centre boundary centred on Market Square (Option TC6).

3.28 The draft Sustainability Appraisal suggests that:-

“Option TC5 performs more strongly in terms of the potential to promote mixed, high density residential development within Rochford and ensuring access to services without being too widely drawn (like Option TC3 and TC4) or not wide enough (Option TC6).” (page 95; recommendation 1)

3.29 However, it suggests that this option could be extended to include other sites where opportunities have been identified for re-development; by extending the boundary further northwards, westwards and southwards (see appendix 6).

3.30 It is recommended that it should be considered whether Option TC5 should be extended to include more retail uses than proposed within the Discussion and Consultation Document.

3.31 Three options were identified for the Hockley town centre boundary; to retain the existing town centre boundary (Option TC7), to re-draw the town centre boundary around the Primary Shopping Area (Option TC8) or to align the town centre boundary inclusive of Eldon Way / Foundry Industrial Estate (Option TC9).

3.32 The draft Sustainability Appraisal suggests that Option TC8, which identifies a smaller area than existing (Option TC7), performs strongly in terms of sustainability.

3.33 It is recommended that the boundary, as identified in Option TC8, is considered for allocation in the next iteration of the document.

#### **Re-allocation of Hockley as a District Centre**

3.34 The draft Sustainability Appraisal suggests that the option to re-allocate Hockley as a district centre (Option TC10):-

“... does not perform well against the sustainability objectives, as retail and other business opportunities may be directed to Rayleigh and Rochford town centres, which would have a significant negative impact against a range of sustainability objectives.” (page 97; recommendation 1)

3.35 It is recommended that consideration should be given to continuing to designate Hockley as a town centre.

#### **Primary Shopping Area Options**

3.36 Two options were identified for the Rayleigh Primary Shopping Area; where the existing Primary Shopping Frontage forms the Primary Shopping Area

(Option TC11) or where the existing Primary and Secondary Shopping Frontages are combined to form the Primary Shopping Area (Option TC12).

- 3.37 The draft Sustainability Appraisal found that Option TC11 performs strongly against the sustainability objectives.
- 3.38 It is recommended that consideration should be given to defining the Primary Shopping Area, as set out in Option TC11, with other appropriate town centre uses to be encouraged within the wider town centre boundary.
- 3.39 Two options were identified for the Rochford Primary Shopping Area; where the existing Primary Shopping Frontage forms the Primary Shopping Area (Option TC13) or where the existing Primary and Secondary Shopping Frontages are combined to form the Primary Shopping Area (Option TC14).
- 3.40 The draft Sustainability Appraisal found that Option TC13 performs strongly against the sustainability objectives.
- 3.41 It is recommended that consideration should be given to defining the Primary Shopping Area, as set out in Option TC13, with other appropriate town centre uses to be encouraged within the wider town centre boundary.
- 3.42 Two options were identified for the Hockley Primary Shopping Area; where the existing Primary Shopping Frontage forms the Primary Shopping Area (Option TC15) or where the existing Primary and Secondary Shopping Frontages are combined to form the Primary Shopping Area (Option TC16).
- 3.43 The draft Sustainability Appraisal found that Option TC15 performs strongly against the sustainability objectives.
- 3.44 It is recommended that consideration should be given to defining the Primary Shopping Area, as set out in Option TC15, with other appropriate town centre uses to be encouraged within the wider town centre boundary.

#### **4 SUMMARY**

- 4.1 In summary, the recommendations for consideration by the Sub-Committee relating to employment land, environmental designations, educational sites (including the expansion of King Edmund School and existing school sites), open spaces, leisure facilities, community facilities, town centre boundaries, the option to re-allocate Hockley as a district centre and Primary Shopping Areas are as follows:-
  - 1. The existing employment sites (paragraph 3.1) should be identified within the pre-submission document and allocated for employment use. The Baltic Wharf allocation should also include Essex Marina (see appendix 1).

2. A decision reached about the appropriateness of each of the sites identified as possible employment land within appendix 2.
3. The Local Wildlife Sites, the Upper Roach Valley and the Coastal Protection Belt be identified and allocated as such in the pre-submission document.
4. 2 hectares to the south of Brays Lane (see appendix 3) be a preferred site for education use as part of the existing King Edmund School site.
5. The existing school sites identified within the Discussion and Consultation Document should be allocated for educational use. The existing developed part of the school sites should not retain their Green Belt designations.
6. Rayleigh Primary School, Love Lane, Rayleigh should be allocated for educational use (see appendix 4).
7. The sites identified within the Open Space Study 2009 are allocated as open space.
8. Rayleigh Leisure Centre should be allocated in its entirety for leisure use (see appendix 5),
9. Clements Hall Leisure Centre should be allocated for leisure use, with just the playing field remaining in the Green Belt.
10. The playing field to the rear of Great Wakering Leisure Centre should continue to be allocated as open space and that consideration be given to the appropriate allocation for the leisure centre.
11. The community facilities within the District should not be allocated individually within the next iteration of the Allocations DPD, but should continue to be protected through the overarching policy within the Rochford Core Strategy.
12. The Rayleigh town centre boundary remains as existing.
13. Consideration be given as to whether Option TC5 for the Rochford town centre boundary should be extended to include more retail uses than proposed within the Discussion and Consultation Document (see appendix 6).
14. The boundary as identified in Option TC8 for Hockley town centre is considered for allocation in the next iteration of the document.
15. Consideration be given to continuing to designate Hockley as a town centre.

16. Consideration be given to defining the Primary Shopping Area for Rayleigh, as set out in Option TC11, with other appropriate town centre uses to be encouraged within the wider town centre boundary.
17. Consideration be given to defining the Primary Shopping Area for Rochford, as set out in Option TC13, with other appropriate town centre uses to be encouraged within the wider town centre boundary.
18. Consideration be given to defining the Primary Shopping Area for Hockley, as set out in Option TC15, with other appropriate town centre uses to be encouraged within the wider town centre boundary.

## **5 RECOMMENDATION**

- 5.1 That, as set out in the report and summarised above, the Sub-Committee considers its views on the preferred sites (excluding residential and traveller sites) to be included in the pre-submission version of the Allocations Development Plan Document.

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### **Background Papers:-**

None.

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Title:Baltic Wharf and Essex Marina on Wallasea Island

Legend



Additional Information  
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# Allocations Development Plan Document:

# Detailed Assessment of Potential Employment Sites



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## **Contents**

	<b>Page</b>
1 Introduction .....	4
2 Methodology.....	4
Site Information .....	4
Constraints .....	4
Green Belt Impact Assessment.....	4
Site Sustainability Issues.....	5
Photographic Evidence .....	8
Summary .....	8
3 Baltic Wharf and Essex Marina.....	9
Michelin Farm.....	23
Tithe Park.....	47
Option E13.....	69
Option E14.....	82
Option E15.....	97
Option E16.....	110
Option E17.....	127
Option E19.....	141
Option E20.....	155
Option E21.....	173
Option E22.....	191

## **1 Introduction**

- 1.1 A number of sites submitted through the 'Call for Sites' process and later through the initial consultation on the Allocations DPD: Discussion and Consultation Document have been identified as generally being commensurate with the broad locations identified with the Rochford District Core Strategy (December 2011) for employment development. However, not of all these sites may not be appropriate for reallocation.
- 1.2 A more detailed assessment of the sites is required to identify those which would be the most sustainable and satisfy the requirements of the Rochford District Core Strategy.
- 1.3 The sites put forward for employment use have been assessed in more detail. However, it should be noted that not all of the site options identified within the Allocations DPD: Discussion and Consultation Document have been formally submitted through the 'Call for Sites' process or through the formal consultation on the Discussion and Consultation Document in March/April 2010.
- 1.4 Subsequently the majority of sites identified in the Discussion and Consultation Document which have not been formally submitted for consideration within the Local Development Framework require further assessment to determine their appropriateness.
- 1.5 Both the submitted sites and the additional site options identified within the Discussion and Consultation Document have been assessed using the same methodology and criteria.

## **2 Methodology**

### **Site Information**

- 2.1 A section detailing the site information such as the 'Call for Sites' reference, restrictions to the developable area, a physical description of site, and current, existing and proposed uses have been included within the proformas to establish the current status/condition of the site.
- 2.2 An aerial photograph has been included to identify the site being assessed.

### **Constraints**

- 2.3 A constraints section specifically relating to flood risk and infrastructure requirements has been included to identify whether these potentially significant constraints impact on the site's development potential.

### **Green Belt Impact Assessment**

- 2.4 An assessment relating to the potential impact on the Green Belt if a site was taken forward has been included. Each of the sites has been assessed according to the potential impact on the Green Belt, if the site were reallocated from Green Belt to an alternative employment use.

- 2.5 Each site has been assessed against the Green Belt objectives identified within paragraph 1.5 in Planning Policy Guidance Note 2: PPG2 (Green Belts). A scoring system to rate the potential Green Belt impact if the site were allocated has been developed:
- High** – If the site is developed it has the potential to cause severe permanent negative effects to the Green Belt purpose in the area being appraised.
- Medium** – If this site is developed it could lead to opportunities to promote benefits to the Green Belt purpose in the area being appraised.
- Low** – If this site is developed it is less likely to pose a threat to the Green Belt purpose in the area being appraised.
- 2.6 Each rating in terms of Green Belt impact is accompanied by a commentary to provide further justification.

### **Site Sustainability Issues**

- 2.7 Each site has assessed against a number of sustainability issues to ascertain its potential sustainability. The Strategic Environmental Assessment (SEA) Baseline Information Profile produced by Essex County Council provides a wealth of environmental, economic and social data for the District, and forms part of the evidence base for the Rochford District Local Development Framework.
- 2.8 The site sustainability issues have been divided into the following sections; Access to Services and Facilities, Site Restraints, Natural and Historic Environmental Constraints, Sources / Areas of Pollution, Landscape Impact and Visual Impact. A number of indicators have been set out within the different sections, and these relate to the following Sustainability Objectives:
- (1) To ensure the delivery of high quality sustainable communities where people will want to live and work
  - (2) To create safe environments where crime and disorder or fear of crime does not undermine the quality of life or community cohesion
  - (3) To provide everyone with the opportunity to live in a decent home
  - (4) To improve the health of residents and mitigate/reduce potential health inequalities arising from new development
  - (5) To promote town centre vitality and viability
  - (6) To achieve sustainable levels of prosperity and economic growth
  - (7) To conserve and enhance the biological and geological diversity of the environment as an integral part of social, environmental, and economic development

- (8) To promote more sustainable transport choices both for people and moving freight
  - (9) To promote accessibility to jobs, shopping, leisure facilities and services by public transport, cycling and walking
  - (10) To improve the education and skills of the population
  - (11) To maintain and enhance cultural heritage and assets
  - (12) To reduce contributions to climate change
  - (13) To improve water quality
  - (14) To reduce the risk of flooding
  - (15) To improve air quality
- 2.9 The majority of the indicators identified within each section can be recorded with a 'Yes/No' answer given the nature of the questions posed.
- 2.10 It is, however, appropriate for the indicators relating to access to services and facilities to include a specific scoring system to determine whether the services and facilities identified are accessible to the site in question or not. Distance is measured from the nearest point on the site. The scoring system is as follows:
- High** – There is good access to local services and facilities. These are within 800m walking distance (approximately a 10 minute walk)<sup>1</sup>.
  - Medium** – There is average access to local services and facilities. These are between 800m and 2.4km walking distance (approximately between 10 and 30 minute walk).
  - Low** – There is poor access to local services and facilities. These are greater than 2.4km walking distance (approximately greater than a 30 minute walk).
- 2.11 The walking distances to services and facilities are measured from the site to the nearest destination along main roads. The calculation therefore does not take into account existing public rights of way or potential new public footpaths.
- 2.12 Within the Natural and Historic Environmental Constraints category for Site Sustainability Indicators the question relating to archaeological interest has been determined with reference to the historic environment character zone in which each site is located and the survival and potential for historic environment assets that could be present.

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<sup>1</sup> This is based on the assumption used by the Department for Transport in 'Accessibility Statistics Guidance' available from <http://assets.dft.gov.uk/statistics/series/accessibility/accessibility-statistics-guidance.pdf>

- 2.13 Within the Landscape Impact category for Site Sustainability Indicators the questions relating to the location of a site on previously developed land and agricultural land have a 'Yes / No' response. The other indicators within this section, however, merit a different scoring system for assessment.
- 2.14 The different grades of agricultural land used in the assessment of sites are taken from DEFRA's guidance<sup>2</sup>:
- Grade 1** – excellent quality agricultural land. Land with no or very minor limitations to agricultural use. A very wide range of agricultural and horticultural crops can be grown and commonly includes top fruit, soft fruit, salad crops and winter harvested vegetables. Yields are high and less variable than on land of lower quality.
  - Grade 2** – very good quality agricultural land. Land with minor limitations which affect crop yield, cultivations or harvesting. A wide range of agricultural and horticultural crops can usually be grown but on some land in the grade there may be reduced flexibility due to difficulties with the production of the more demanding crops such as winter harvested vegetables and arable root crops. The level of yield is generally high but may be lower or more variable than Grade 1.
  - Grade 3** – good to moderate quality agricultural land. Land with moderate limitations which affect the choice of crops, timing and type of cultivation, harvesting or the level of yield. Where more demanding crops are grown yields are generally lower or more variable than on land in Grades 1 and 2.
- 2.15 The landscape character areas identified within the Strategic Environmental Assessment Baseline Information Profile are Crouch and Roach Farmland, Dengie and Foulness Coastal and South Essex Coastal Towns. The sensitivity of each of these landscape character areas, however, varies depending on the type, change and scale of development.
- 2.16 The varying sensitivity of the different landscape character areas for employment use in terms of commercial / warehouse estate / port development is as follows:
- Crouch and Roach Farmland – **High**
  - Dengie and Foulness Coastal – **High**
  - South Essex Coastal Towns – **Medium**
- 2.17 In relation to the sensitivity of the historic environment, all the sites have been assessed according to the sensitivity of each particular historic environment character

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<sup>2</sup> DEFRA's 1988 publication 'Agricultural Land Classification of England and Wales - revised guidelines and criteria for grading the quality of agricultural land' available from <http://archive.defra.gov.uk/foodfarm/landmanage/land-use/documents/alc-guidelines-1988.pdf>

zone to change<sup>3</sup> which they are located in. The sensitivity of the different historic environment character zones are indicatively rated as follows:

- High** – (3) The zones historic environment is highly sensitive to medium to large scale development.
- Medium** – (2) Medium to large scale development is likely to have a considerable impact on the historic environment character of the zone.
- Low** – (1) The historic environment of the zone could accommodate medium to large scale development, however specific historic environment assets may suffer adverse effects.

2.18 The visual impact has been assessed according to three broad criteria and additional commentary has been provided.

- Fully** – The site is fully visible from the public highway. There is no screening around the site for example trees and hedgerows
- Partially** – The site is partially visible from the public highway. There is some screening around the site.
- Obscured** – The site is generally not visible from the public highway. There is a significant amount of screening around the site.

### **Photographic Evidence**

2.19 A site visit for each of the sites assessed has been undertaken to determine the landscape impact if each site were taken forward in the Allocations process.

2.20 A further section which includes an OS map identifies viewpoints around the site and photographs from these viewpoints have been included.

### **Summary**


2.21 A section summarising key points from the assessment and any other relevant issues has also been included.

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<sup>3</sup> Rochford District Historic Environment Characterisation Project (2006) available from [http://www.rochford.gov.uk/PDF/planning\\_historic\\_environment\\_project.pdf](http://www.rochford.gov.uk/PDF/planning_historic_environment_project.pdf)

3. Baltic Wharf and Essex Marina – Screened Sites Assessment Proformas – Employment Use		
<b>1. Site Information</b>	'Call for Sites' Reference:	3
	Site Name:	Baltic Wharf and Essex Marina
	Site Location:	Wallasea Island
	Site Area (hectares):	Approximately 21 hectares
	Restrictions to Developable Area:	N/A – This is an existing employment site
	Physical Description of Site: including natural features - aspect, slope, water; manmade features – drains, sewers, pylons	Numerous buildings and manmade features. Several vehicular entrances to Baltic Wharf and Essex Marina. Relatively flat. Potential watercourse to the east of Essex Marina. Potential watercourse running through the centre of Baltic Wharf. Some trees and hedgerows bordering the site. Long mound to the south of the site.
	Current Use:	Employment
	Proposed Use:	Employment
	Existing Land Use Allocation/ Designation:	Baltic Wharf/Essex Marina
	Adjacent Land Use(s):	Caravan park, four dwellings, a pub, Green Belt/agricultural land



2. Constraints	Aerial Photograph:	Please see map
		
	<b>Flood Risk</b>	
	Zone 1: Low Probability (<0.1% probability of annual flooding)	<input type="checkbox"/>
	Zone 2: Medium Probability (1% - 0.1% probability of annual flooding)	<input checked="" type="checkbox"/>
	Zone 3a: High Probability (>1% probability of annual flooding)	<input checked="" type="checkbox"/>
	Zone 3b: The Functional Floodplain (>5% probability of annual flooding)	<input type="checkbox"/>
	<b>Commentary:</b> This site is entirely situated within flood zone 2 and 3. However this is a site of existing employment land and in accordance with Planning Policy Statement 25: Development and Flood Risk (PPS25), wharves are water-compatible development. The site is currently protected by a sea wall.	



	Infrastructure Requirements		
	New Highways Access Required:		<input checked="" type="checkbox"/>
	Significant Investment in Existing Foul Sewerage Required:		<input type="checkbox"/>
	Significant Investment in Gas/Water/Electricity Power Supplies:		<input type="checkbox"/>
	Significant Investment in walking/public transport required:		<input checked="" type="checkbox"/>
	Flood Risk Mitigation Measures Required:		<input checked="" type="checkbox"/>
	<b>Commentary:</b> The Rochford District Core Strategy identifies that improvements to the highways serving Baltic Wharf are required in order to sustain employment in this rural part of the District (Policy T1). The site is also located in a remote location which could benefit from improved walking/public transport investment. The site is situated within an area at risk of flooding, however, as it is an existing employment site current flood defences or flood risk mitigation measures should be maintained.		
3. Green Belt Impact Assessment	PPG2 (paragraph 1.5) – Green Belt Objectives	Rating	Commentary
	To check the unrestricted sprawl of large built-up areas	Low	This is an existing employment site situated to the east of the District.
	To prevent neighbouring towns from merging into one another	Low	This is an existing employment site situated to the east of the District.
	To assist in safeguarding the countryside from encroachment	Low	This is an existing employment site situated to the east of the District.
	To preserve the setting and special character of historic towns	Low	This is an existing employment site situated to the east of the District. It is not well related to the historic village of Canewdon, which has two designated Conservation Areas and numerous Listed Buildings.
	To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	Low	This is an existing employment site situated to the east of the District.

4. Site Sustainability Issues – Access to Services and Facilities	Site Sustainability Indicators	Rating	Commentary
	Is the site well related to the existing residential area? (1, 2, 5, 8, 9, 12)	Low	The nearest existing residential area is the village of Canewdon which is situated to the west/south west of the site. Canewdon is approximately 4km distance from the site.
	Is the site well related to a town/ village centre? (1, 2, 5, 6, 8, 9, 12)	Low	The nearest village is Canewdon to the west/south west of the site. Canewdon is approximately 4km distance from the site.
	Is the site well related to existing educational facilities? (1, 8, 9, 10, 12)	Low	The nearest primary school situated in Canewdon to the west/ south west of the site.
	Is the site well related to existing healthcare facilities? (1, 4, 8, 9, 12)	Low	The nearest doctor's surgery is situated in Canewdon to the west/south west of the site.
	Is the site well related to a bus route? (1, 2, 8, 9, 12)	Low	The nearest bus stop is approximately 2.6km from the site.
	Is the site well related to a train station? (1, 2, 8, 9, 12)	Low	The nearest train station is Rochford train station which is approximately 9km from the site.
	Is the site well related to local shops and services? (1, 2, 5, 6, 8, 9, 12)	Low	The nearest local shops and services are situated in Canewdon to the west/south west of the site.
5. Site Sustainability Issues – Site Restraints	Site Sustainability Indicators	Yes/No	Commentary
	If another site would be needed to accommodate the quantum of employment uses specified for the relevant general location, is the site well related to other sites? (1, 2, 3, 8, 9, 12)	-	Baltic Wharf is an existing employment site. The Rochford District Core Strategy protects this existing employment site from alternatives uses (Policy ED3), however, improvements should be made to the site's accessibility given its poor strategic location and relatively poor site access.
	Are there features on site which have the potential to constrain development? (1, 4, 7, 11)	-	This is an existing employment site.

## Rochford District Council – Allocations Development Plan Document: Detailed Assessment of Potential Employment Sites

	Is there potential for development of the site to affect existing recreational use or public rights of way? (1, 2, 8, 9)	-	This is an existing employment site.
	Is the site well related to the highway network? (1, 2, 8, 9)	No	The Rochford District Core Strategy identifies this site as being situated in a poor strategic location. Improvements to the highways serving Baltic Wharf are required in order to sustain employment in this rural part of the District as identified within Policy T1 of the Rochford District Core Strategy.
<b>6. Site Sustainability Issues – Natural and Historic Environmental Constraints</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is the site within or in proximity to a Site of Special Scientific Interest (SSSI)? (7)	Yes	This site is situated adjacent to the river Crouch estuary which is a designated Ramsar Site, a Site of Special Scientific Interest, a Special Landscape Area, a Special Area of Conservation and a Special Protection Area.
	Is the site within or in proximity to a Ramsar Site? (7)	Yes	This site is situated adjacent to the river Crouch estuary which is a designated Ramsar Site, a Site of Special Scientific Interest, a Special Landscape Area, a Special Area of Conservation and a Special Protection Area.
	Is the site within or in proximity to a Special Protection Area (SPA)? (7)	Yes	This site is situated adjacent to the river Crouch estuary which is a designated Ramsar Site, a Site of Special Scientific Interest, a Special Landscape Area, a Special Area of Conservation and a Special Protection Area.
	Is the site within or in proximity to a Special Area of Conservation (SAC)? (7)	Yes	This site is situated adjacent to the river Crouch estuary which is a designated Ramsar Site, a Site of Special Scientific Interest, a Special Landscape Area, a Special Area of Conservation and a Special Protection Area.
	Is the site within or in proximity to an area of Ancient Woodland? (7, 11)	No	

	Is the site within or in proximity to a Local Nature Reserve (LNR)? (7)	No	
	Is the site within or in proximity to a Local Wildlife Site (LoWS)? (7)	Yes	The site is approximately less than 1.5km from three Local Wildlife Sites; R32. Lion Creek Meadow, R33. Canewdon Special Roadside Verge and R39. Wallasea Island Managed Realignment.
	Is the site within or in proximity to a Tree Preservation Order (TPO)? (7)	No	
	Is the site within or in proximity to a Scheduled Ancient Monument (SAM)? (7)	No	
	Is the site within the Green Belt? (1, 3)	No	This site is an existing employment site which is allocated in the Replacement Local Plan 2006 (Baltic Wharf and Essex Marina). It is, however, surrounded by Green Belt.
	Is the site within or in proximity to a Conservation Area? (11)	No	The nearest village is Canewdon, which has two Conservation Areas and numerous Listed Buildings. It is situated to the west/south west and is approximately 4km distance from the site.
	Is the site in proximity to a Listed Building? (11)	No	
	Is the site within or in proximity to an area of archaeological interest? (7, 11)	No	The survival of historic environment assets and the potential for such assets is considered to be relatively low within Historic Environment Character Zone 4 due to factors such as disturbance and development.

7. Site Sustainability Issues – Sources/ Areas of Pollution	Site Sustainability Indicators	Yes/No	Commentary
	Is there potential to avoid the public safety zone of London Southend Airport? (1, 4)	Yes	
	Is there potential that noise from London Southend Airport would affect future residents, given the site's location? (1, 4)	No	
	Is the site within or in proximity to an Air Quality Management Area (AQMA)? (1, 15)	No	
	Is there potential that the site would impact on air quality at significant road junctions <sup>1</sup> ? (1, 15)	No	
	Is the site potentially within or in proximity to contaminated land? (1, 4)	No	
8. Site Sustainability Issues – Landscape Impact	Site Sustainability Indicators	Yes/No	Commentary
	Is the site situated on previously developed land? (1, 3, 7)	Yes	This is an existing employment site.
	Is the site situated on agricultural land? (1, 3, 7)	No	This is an existing employment site. It is surrounded by grade 3 agricultural land.

<sup>1</sup> A potentially significant road junction is a junction identified by the Council's Environmental Health Team as being such, based on air quality monitoring.

	Is the site situated within the Special Landscape Area or the Coastal Protection Belt? (11)	Yes	This site is situated within the Coastal Protection Belt and the Crouch/Roach marshes Special Landscape Area.
	Is there potential to enhance the ecological value of the site? (1, 7, 12)	Yes	The site is in close proximity to a number of areas which are important for their nature conservation. Enhancement of existing hedgerows and additional planting of trees etc. around the boundary of the site could enhance the movement of wildlife.
	Is the site capable of creating wildlife corridors to enhance species movement and colonisation? (1, 7, 12)	Yes	The site is in close proximity to a number of areas which are important for their nature conservation. Enhancement of existing hedgerows and additional planting of trees etc. around the boundary of the site could enhance the movement of wildlife.
	<b>Site Sustainability Indicators</b>	<b>Rating</b>	<b>Commentary</b>
	Is the site situated on high quality agricultural land? (1, 3, 7)	-	This is an existing employment site. It is surrounded by grade 3 agricultural land.
	Is the site situated within a landscape character area that is highly sensitive to development? (7)	High	This is an existing employment site. However, it is situated within the Dengie and Foulness landscape character area which has a high sensitivity to commercial/warehouse estate/port development.
	Is the site within a sensitive historic environment landscape character zone?	Low	The site is situated within Historic Environment Character Zone 4. Although the sensitivity may be described as 'low', coastal areas are still particularly sensitive to change. This is, however, an existing employment site situated on the banks of the river Crouch.
<b>9. Site Sustainability Issues – Visual Impact</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is the site enclosed by natural features such as hedgerows, trees? (1, 7)	Yes/No	There is minimal enclosure to the eastern and western boundaries of the site. However, there are some hedgerows, trees, fencing and a long grassy mound to the south providing partial enclosure along Creeksea Ferry Road.

	Site Sustainability Indicators	Rating	Commentary
	Are there open views across the site? (1)	Partially	The site is partially enclosed in places. It is particularly visible on the western approach along Creeksea Ferry Road and from the east. However, there are some trees and hedgerows to the south west of the site bounding the adjacent field to the west which does provide minimal screening of the site. There are some hedgerows, trees and a long mound along the southern boundary which partially screen the site from the road, although there are gaps in the boundary which provides significant views of the buildings and other structures on the site. Given that the site is developed, whilst there are significant views of the site itself from the public highway, there are not open views across it.
<b>10.</b>	Map of Viewpoints:	Please see map	











Viewpoint 3





Viewpoint 4



Viewpoint 5 (Looking west along Creeksea Ferry Road)




Viewpoint 5 (Looking north east)

		
<p><b>11. Other Issues and Summary</b></p>	<p>Viewpoint 6</p> <p>Viewpoint 7</p> <p>Baltic Wharf and Essex Marina is an existing employment site situated to the east of the District. Given its siting on the banks of the river Crouch, it is in close proximity to a number of international nature conservation designations. It is also within an area which is at risk of flooding. Whilst the site is partially screened from Creeksea Ferry Road with hedgerows and trees, there are significant gaps along the southern boundary of the site which provides views of the site. The site is also highly visible along the approach from the east and west due to the lack of enclosure of the site along these boundaries. However, whilst the site is visible from the public highway, there are not open views across it. The site is an established employment site which the Rochford District Core Strategy seeks to retain, and there is potential to improve the habitat connectivity around the site which could improve linkages for wildlife as well as increase screening of the site.</p>	

3. Michelin Farm – Screened Sites Assessment Proformas – Employment Use		
1. Site Information	'Call for Sites' Reference:	49; 108
	Site Name:	Michelin Farm
	Site Location:	Michelin Farm, Arterial Road, Rayleigh
	Site Area (hectares):	Approximately 9 hectares
	Restrictions to Developable Area:	
	Physical Description of Site: including natural features - aspect, slope, water; manmade features – drains, sewers, pylons	Located at the junction of the A1245 and A127. Existing access onto the A1245. Degraded greenfield land. Areas of waste material including wood, tyres, rubble and plastic. Numerous caravans on site. Trees and grassy areas. Relatively flat with minimal slope, although there are mounds of soil and debris throughout the site. Significant increase in height of the land along the northern boundary leading up to the train line and a slight decrease in the height of the land at the entrance onto the A1245. Field to the west of the site is relatively flat but significant increase in height of the land on the northern and western boundaries where it meets the train line and A130 respectively. Additional potential access points to the south east of the site onto the A127 slip road and onto the A127 from the field to the west of the site. Watercourse along the northern and western boundaries. Unmade roads/tracks through the site. Caravans on site. Trees and hedgerows bordering the site. Other physical structures throughout the site including buildings and metal containers. Pylons to the north west and south west of the site, and further to the east of the A1245.
	Current Use:	Greenfield land/degraded countryside
	Proposed Use:	Employment (Industrial, commercial)
	Existing Land Use Allocation/ Designation:	Green Belt



	Adjacent Land Use(s):	Bounded by a train line to the north, the A1245 to the east, and the A127 to the south east. Bounded by a small business park to the south (including an adjacent dwelling), a field to the west and the A130 further to the west.
	Aerial Photograph:	Please see map.
	 An aerial photograph showing a potential employment site outlined in red. The site is a large, irregularly shaped green field. To the north of the site is a railway line. To the east is a road (A1245). To the south and south-east are roads (A127 and A130) and a small business park with some buildings. To the west is another field. The site is surrounded by various land uses including fields, roads, and some buildings.	

2. Constraints	Flood Risk		
	Zone 1:Low Probability (<0.1% probability of annual flooding)	<input checked="" type="checkbox"/>	
	Zone 2: Medium Probability (1% - 0.1% probability of annual flooding)	<input type="checkbox"/>	
	Zone 3a: High Probability (>1% probability of annual flooding)	<input type="checkbox"/>	
	Zone 3b: The Functional Floodplain (>5% probability of annual flooding)	<input type="checkbox"/>	
	<b>Commentary:</b> This site is not situated within an area at risk of flooding. There is, however, an area at risk further to the west of the site to the west of the A130.		
	Infrastructure Requirements		
	New Highways Access Required:	<input checked="" type="checkbox"/>	
	Significant Investment in Existing Foul Sewerage Required:	<input type="checkbox"/>	
	Significant Investment in Gas/Water/Electricity Power Supplies:	<input type="checkbox"/>	
	Significant Investment in walking/public transport required:	<input checked="" type="checkbox"/>	
	Flood Risk Mitigation Measures Required:	<input type="checkbox"/>	
	<b>Commentary:</b> It is likely that the site may require improved highways access both on to the A127 and the A1245. It may also require significant investment in walking/public transport routes.		
3. Green Belt Impact Assessment	PPG2 (paragraph 1.5) – Green Belt Objectives	Rating	Commentary
	To check the unrestricted sprawl of large built-up areas	Low	This site is situated to the west of the District and is enclosed by the A1245 and the A127 dual carriageways to the east and south east, a railway line to the north and the A130 further to the west. It is not adjacent to any existing residential areas. There is an opportunity to create a new defensible Green Belt boundary; however, it would create somewhat of an island of development within the Green Belt.

## Rochford District Council – Allocations Development Plan Document: Detailed Assessment of Potential Employment Sites

	To prevent neighbouring towns from merging into one another	Low	This site is situated between Rayleigh to the east, North Benfleet to the south (in Castle Point Borough) and Wickford to the west. The location and enclosure of this site between several main roads and a train line is unlikely to encourage the merging of these residential areas.
	To assist in safeguarding the countryside from encroachment	Low	This site is situated to the west of the District and is enclosed by the A1245 and the A127 dual carriageways to the east and south east, a railway line to the north and the A130 further to the west. The enclosure of the site has the potential to constrain further encroachment into the countryside.
	To preserve the setting and special character of historic towns	Low	This site is not situated near to Rayleigh town centre, which is designated a Conservation Area and contains numerous Listed Buildings.
	To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	Low	This site is situated on land which was described within the Rochford District Replacement Local Plan 2006 Inspector's Report as being "degraded countryside, an area that is no longer used for farming" (paragraph 4.33). If this site were allocated, this has the potential to protect the openness of the Green Belt, agricultural land and landscape character of other areas to the west of Rayleigh.
<b>4. Site Sustainability Issues – Access to Services and Facilities</b>	<b>Site Sustainability Indicators</b>	<b>Rating</b>	<b>Commentary</b>
	Is the site well related to the existing residential area? (1, 2, 5, 8, 9, 12)	Medium	The distance from the edge of the site to the edge of Rayleigh (London Road) to the east is approximately 2.3km walking distance.
	Is the site well related to a town/ village centre? (1, 2, 5, 6, 8, 9, 12)	Low	The nearest town centre is Rayleigh. The site is approximately 4km from the town centre.
	Is the site well related to existing educational facilities? (1, 8, 9, 10, 12)	Medium	The nearest primary school is approximately 2.3km distance from the site.



	Is the site well related to existing healthcare facilities? (1, 4, 8, 9, 12)	Low	The nearest doctor's surgery is situated approximately 3km distance from the site.
	Is the site well related to a bus route? (1, 2, 8, 9, 12)	Medium	There are existing bus routes along the London Road, the A1245 and part of the A127 which are in close proximity to this site. However, the nearest bus stop is approximately 1.3km distance from the site along London Road. Whilst the site has the potential to be described as reasonably well related to bus routes in terms of distance, the location of the site on a busy junction may not at present be conducive to providing sustainable access to this site.
	Is the site well related to a train station? (1, 2, 8, 9, 12)	Low	The nearest train station is Rayleigh train station which is approximately 3.5km distance from the site.
	Is the site well related to local shops and services? (1, 2, 5, 6, 8, 9, 12)	Low	The nearest local shops and services are situated in London Road which are approximately 3km distance from the site.
<b>5. Site Sustainability Issues – Site Restraints</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	If another site would be needed to accommodate the quantum of employment uses specified for the relevant general location, is the site well related to other sites? (1, 2, 3, 8, 9, 12)	No	This site is not well related to other potential employment site options identified in the Allocations DPD: Discussion and Consultation Document.
	Are there features on site which have the potential to constrain development? (1, 4, 7, 11)	Yes	The site is currently not identified as contaminated land. However there is potential, given the past use of the site and that it is degraded greenfield land, that the site could be contaminated. This would need to be investigated prior to any development.

	Is there potential for development of the site to affect existing recreational use or public rights of way? (1, 2, 8, 9)	No	
	Is the site well related to the highway network? (1, 2, 8, 9)	Yes	The site is located on the junction of the A127 and the A1245. However, improved access to and from the site would be required.
<b>6. Site Sustainability Issues – Natural and Historic Environmental Constraints</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is the site within or in proximity to a Site of Special Scientific Interest (SSSI)? (7)	No	
	Is the site within or in proximity to a Ramsar Site? (7)	No	
	Is the site within or in proximity to a Special Protection Area (SPA)? (7)	No	
	Is the site within or in proximity to a Special Area of Conservation (SAC)? (7)	No	
	Is the site within or in proximity to an area of Ancient Woodland? (7, 11)	No	
	Is the site within or in proximity to a Local Nature Reserve (LNR)? (7)	No	
	Is the site within or in proximity to a Local Wildlife Site (LoWS)? (7)	No	
	Is the site within or in proximity to a Tree Preservation Order (TPO)? (7)	No	

	Is the site within or in proximity to a Scheduled Ancient Monument (SAM)? (7)	No	
	Is the site within the Green Belt? (1, 3)	Yes	
	Is the site within or in proximity to a Conservation Area? (11)	No	This site is not situated near to Rayleigh town centre, which is designated a Conservation Area and contains numerous Listed Buildings.
	Is the site in proximity to a Listed Building? (11)	No	
	Is the site within or in proximity to an area of archaeological interest? (7, 11)	Yes	The relative lack of development indicates good survival of historic environment assets within Historic Environment Character Zone 40. The potential for such assets is indicated by the previous A130 excavations.
<b>7. Site Sustainability Issues – Sources/ Areas of Pollution</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is there potential to avoid the public safety zone of London Southend Airport? (1, 4)	Yes	
	Is there potential that noise from London Southend Airport would affect future residents, given the site's location? (1, 4)	No	
	Is the site within or in proximity to an Air Quality Management Area (AQMA)? (1, 15)	No	

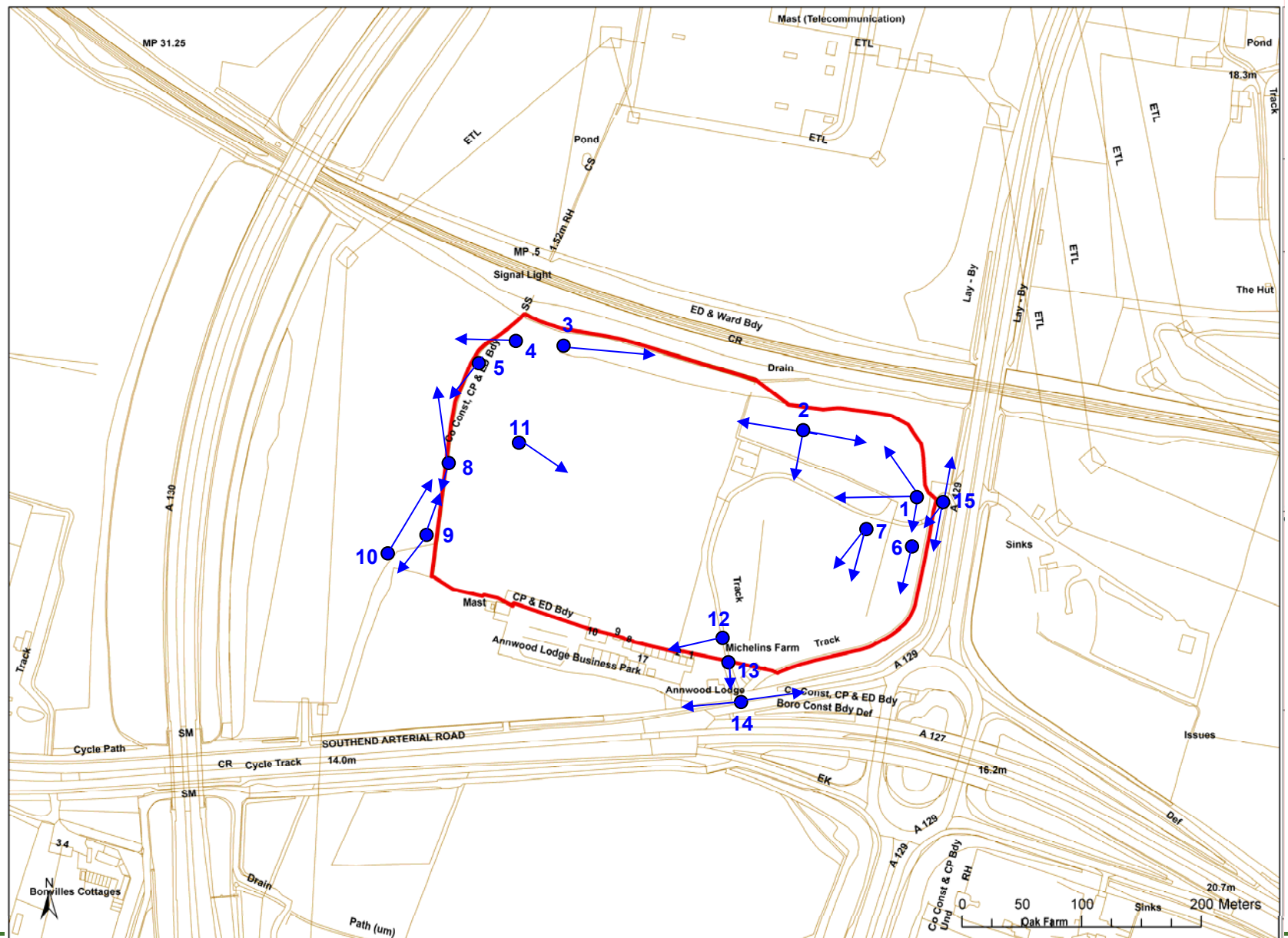
	Is there potential that the site would impact on air quality at significant road junctions <sup>1</sup> ? (1, 15)	No	The site would not impact on significant road junctions in terms of those where air quality is monitored by the Council; however, it would direct traffic towards the junction of the A1245 and A127.
	Is the site potentially within or in proximity to contaminated land? (1, 4)	Yes	The site is currently not identified as contaminated land. However there is potential, given the past use of the site and that it is degraded greenfield land, that the site could be contaminated. This would need to be investigated prior to any development.
<b>8. Site Sustainability Issues – Landscape Impact</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is the site situated on previously developed land? (1, 3, 7)	No	This site is not previously developed land but spoilt grade 3 agricultural land, although it is not used for agricultural purposes. The site was described within the Rochford District Replacement Local Plan 2006 Inspector's Report as being "degraded countryside, an area that is no longer used for farming" (paragraph 4.33).
	Is the site situated on agricultural land? (1, 3, 7)	Yes	The site is situated on grade 3 agricultural land. Although it is situated on agricultural land, it is not used for agricultural purposes. Given the existing condition of the site, it is unlikely that it could be used for agriculture in the future.
	Is the site situated within the Special Landscape Area or the Coastal Protection Belt? (11)	No	
	Is there potential to enhance the ecological value of the site? (1, 7, 12)	Yes	This site has the potential to currently support biodiversity given that it is largely disused. There is potential to retain habitats within any development if this site were allocated for employment use.

<sup>1</sup> A potentially significant road junction is a junction identified by the Council's Environmental Health Team as being such, based on air quality monitoring.

	Is the site capable of creating wildlife corridors to enhance species movement and colonisation? (1, 7, 12)	Yes	There is potential to facilitate species movement within this site provided that it would not inadvertently conflict with any potential employment uses locating there. This site has the potential to promote new habitat creation; however, this would need to be carefully considered due to the location and enclosure of the site.
	<b>Site Sustainability Indicators</b>	<b>Rating</b>	<b>Commentary</b>
	Is the site situated on high quality agricultural land? (1, 3, 7)	Grade 3	Although it is situated on agricultural land, it is not used for agricultural purposes.
	Is the site situated within a landscape character area that is highly sensitive to development? (7)	Medium	This site is situated within the South Essex Coastal Towns landscape character area which has a medium sensitivity to commercial/warehouse estate/port development.
	Is the site within a sensitive historic environment landscape character zone?	Medium	The site is situated within Historic Environment Character Zone 40. The open landscape and archaeological deposits are sensitive to change.
<b>9. Site Sustainability Issues – Visual Impact</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is the site enclosed by natural features such as hedgerows, trees? (1, 7)	Yes	The site is largely well screened from the south east with trees and hedgerows, although at present there is a break in the vegetation and a metal container can be seen. There is, however, a dwelling, hard standing and existing commercial buildings which form a small business park (accessible off the A127 slip road) to the south which further encloses the site. The site is generally enclosed to the east by a low wooden fence, trees and hedgerows, although the site is higher to the east and south east than the public highway (the A1245). The access point onto the site from the A1245, however, encloses the site with a gate but this does not provide good screening of the site. The site is generally screened from the north (where there is a train line) with trees and hedgerows. The site is generally enclosed with hedgerows and trees to the west; however, the site is lower than the public highway further to the west (the A130).

	Site Sustainability Indicators	Rating	Commentary
	Are there open views across the site? (1)	Obscured/ Partially	The site is generally well screened from the public highway which ensures that there are not open views across the site. However, the site is particularly visible from the A130 primarily due to the height of the road compared to that of the site. The site is also partially visible from the A1245 in the area around the entrance to the site, although the land level rises from the public highway to the site which limits visibility and openness.
10.	Map of Viewpoints:	Please see map	







Viewpoint 1 (Looking north west)



Viewpoint 1 (Looking south)



Viewpoint 1 (Looking west)



Viewpoint 2 (Looking east)



Viewpoint 2 (Looking south)



Viewpoint 2 (Looking west)





Viewpoint 3



Viewpoint 4



Viewpoint 5



Viewpoint 6





Viewpoint 7 (Looking south)



Viewpoint 7 (Looking south/south west)



Viewpoint 8 (Looking north west)



Viewpoint 8 (Looking south west)



Viewpoint 9 (Looking north)



Viewpoint 9 (Looking south west)





Viewpoint 10



Viewpoint 11



Viewpoint 12



Viewpoint 13



Viewpoint 14 (Looking east)



Viewpoint 14 (Looking west)






Viewpoint 15 (Looking north)




Viewpoint 15 (Looking south)

	
	<p>Viewpoint 15 (Looking south west)</p>
<p><b>11. Other Issues and Summary</b></p>	<p>This site is located at the junction of the A1245 and A127 to the west of Rayleigh and has existing access onto the A1245. There is potential for the site to create a defensible Green Belt boundary; the site is bounded by a train line to the north, the A1245 to the east, and the A127 to the south east. It is also bounded by a small business park to the south, a field to the west and the A130 further to the west. The site has been described as degraded greenfield land, and whilst relatively flat there is a significant amount of waste material and mounds of soil and debris throughout the site. There are also other physical structures and unmade roads/tracks throughout the site. It is likely that the site may require improved highways access both on to the A127 and the A1245, and aside from the existing access onto the A1245, there is are potential existing access points to the south east of the site onto the A127 slip road and onto the A127 from the field to the west of the site. There are pylons to the north west and south west of the site, and further to the east of the A1245. It is not adjacent to any existing residential areas, although there is a single dwelling to the south of the site adjacent to the small business park. The site is generally well screened from the public highway through the presence of trees and hedgerows which ensures that there are not open views across the site. However, the site is particularly visible from the A130 primarily due to the height of the road compared to that of the site. The site is also partially visible from the A1245 in the area around the entrance to the site, although the land level rises from the public highway to the site which limits visibility and openness.</p>

<b>3. Tithe Park – Screened Sites Assessment Proformas – Employment Use</b>		
<b>1. Site Information</b>	'Call for Sites' Reference:	149
	Site Name:	Tithe Park
	Site Location:	Poynters Lane, Great Wakering
	Site Area (hectares):	Approximately 35 hectares
	Restrictions to Developable Area:	Flood zone 2 (towards the eastern extent of the site)
	Physical Description of Site: including natural features - aspect, slope, water; manmade features – drains, sewers, pylons	Located at the junction of Star Lane and Poynters Lane. Open agricultural land. Relatively flat. Steep incline to the western boundary of the site between the site and the public footpath and residential development bordering the site. Steep incline in places along the southern boundary (particularly the south east, to the north of Friars Park). Trees and hedgerows to the western and southern boundaries. Watercourse predominantly along the northern and southern boundaries of the site, as well as partially to the east. Public footpath outside the site to the western and southern boundaries. Public footpath along the western boundary of the site and between the two fields running northwards towards Poynters Lane. Residential development to the west and south of the site. Friars Park to the south/south east. Dwellings, a farmhouse and ancillary facilities along the northern boundary with access onto Poynters Lane, with an increase in land levels around the boundary of this area (there is a noticeable incline along the boundary). Greenfield land to the east.
	Current Use:	Agricultural
	Proposed Use:	Employment
	Existing Land Use Allocation/ Designation:	Green Belt
	Adjacent Land Use(s):	Green Belt/greenfield land, Green Belt/open space, residential



	Aerial Photograph:		Please see map.	
				
	<b>2. Constraints</b>			
	<b>Flood Risk</b>			
	Zone 1:Low Probability (<0.1% probability of annual flooding)		<input checked="" type="checkbox"/>	
	Zone 2: Medium Probability (1% - 0.1% probability of annual flooding)		<input checked="" type="checkbox"/>	
	Zone 3a: High Probability (>1% probability of annual flooding)		<input type="checkbox"/>	
	Zone 3b: The Functional Floodplain (>5% probability of annual flooding)		<input type="checkbox"/>	

	<b>Commentary:</b> The majority of the site is not situated within an area at risk of flooding, however, part of the smaller field to the east of the site is within flood zone 2. There is also a larger area of flood zone 2 and 3 along the eastern boundary of the site.		
	<b>Infrastructure Requirements</b>		
	New Highways Access Required:		<input checked="" type="checkbox"/>
	Significant Investment in Existing Foul Sewerage Required:		<input type="checkbox"/>
	Significant Investment in Gas/Water/Electricity Power Supplies:		<input type="checkbox"/>
	Significant Investment in walking/public transport required:		<input checked="" type="checkbox"/>
	Flood Risk Mitigation Measures Required:		<input checked="" type="checkbox"/>
<b>3. Green Belt Impact Assessment</b>	<b>Commentary:</b> The site would require new highways access onto Poynters Lane. Some investment in the existing foul sewerage network in terms of infrastructure and/or treatment upgrades would be required. Although there are public footpaths around the site to the west and south, investment in improved walking routes (as there is no footpath to the north and south along Poynters Lane to the north of the site) and enhanced public transport routes may also be required. Depending on the types of businesses locating on the site if it were allocated, suitable flood risk mitigation measures would be required.		
	<b>PPG2 (paragraph 1.5) – Green Belt Objectives</b>	<b>Rating</b>	<b>Commentary</b>
	To check the unrestricted sprawl of large built-up areas	High	This site is located to the south of Poynters Lane to the north of the residential area of Shoebury in the neighbouring borough of Southend. The village of Great Wakering is situated further to the north of Poynters Lane. The size of the site would promote coalescence between the settlements of Great Wakering and Shoebury. However, it is likely that the site would create a defensible Green Belt boundary.
	To prevent neighbouring towns from	High	This site is located to the south of Poynters Lane to the north of the residential area of Shoebury in the neighbouring

	merging into one another		borough of Southend. The village of Great Wakering is situated further to the north of Poynters Lane. The size of the site would promote coalescence between the settlements of Great Wakering and Shoebury.
	To assist in safeguarding the countryside from encroachment	High	This site is agricultural land located to the south of Poynters Lane, adjacent to the settlement of Shoebury.
	To preserve the setting and special character of historic towns	Low	This site is not situated in close proximity to Great Wakering Conservation Area which is located further to the north of the site towards the eastern end of the High Street. This area contains some Listed Buildings.
	To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	High	This site is agricultural land located to the south of Poynters Lane, adjacent to the settlement of Shoebury.
<b>4. Site Sustainability Issues – Access to Services and Facilities</b>	<b>Site Sustainability Indicators</b>	<b>Rating</b>	<b>Commentary</b>
	Is the site well related to the existing residential area? (1, 2, 5, 8, 9, 12)	Medium	The distance from the edge of the site to the edge of Great Wakering (northern end of Star Lane) is approximately 900m walking distance.
	Is the site well related to a town/ village centre? (1, 2, 5, 6, 8, 9, 12)	Medium	The nearest village centre is Great Wakering. The edge of the site is approximately 1.3km distance from the western edge of the High Street.
	Is the site well related to existing educational facilities? (1, 8, 9, 10, 12)	Medium	The nearest primary school in Great Wakering is approximately 1.7km distance from the site.



	Is the site well related to existing healthcare facilities? (1, 4, 8, 9, 12)	Medium/High	The nearest doctor's surgery in Great Wakering is approximately 1.3km distance from the site along the High Street. However, it should be noted that there is also a doctor's surgery to the south of the site along Watkins Way in Shoebury which is within 800m of the southern boundary of the site.
	Is the site well related to a bus route? (1, 2, 8, 9, 12)	High	The site is situated on a bus route which runs along Star Lane and Poynters Lane. The nearest bus stop is less than 800m from the site, along Poynters Lane to the west.
	Is the site well related to a train station? (1, 2, 8, 9, 12)	Low	The nearest train stations to the site are situated within the Borough of Southend. These are more than 2.4km distance from the site.
	Is the site well related to local shops and services? (1, 2, 5, 6, 8, 9, 12)	Medium	The nearest local shops and services in Great Wakering are situated in the High Street. These are approximately 2.3km distance from the site.
<b>5. Site Sustainability Issues – Site Restraints</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	If another site would be needed to accommodate the quantum of employment uses specified for the relevant general location, is the site well related to other sites? (1, 2, 3, 8, 9, 12)	-	This site, if allocated in its entirety, would accommodate a significant quantum of employment land in this non-strategic location. Employment land to the south of Great Wakering should replace Star Lane Industrial Estate.
	Are there features on site which have the potential to constrain development? (1, 4, 7, 11)	No	

	Is there potential for development of the site to affect existing recreational use or public rights of way? (1, 2, 8, 9)	Yes	There are public footpaths along the western and southern boundaries, outside of the site. However, there are also public footpaths along the inside western boundary of the site and between the two fields running northwards towards Poynters Lane.
	Is the site well related to the highway network? (1, 2, 8, 9)	Yes	This site is located adjacent Poynters Lane and new highways access would be required.
<b>6. Site Sustainability Issues – Natural and Historic Environmental Constraints</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is the site within or in proximity to a Site of Special Scientific Interest (SSSI)? (7)	No	
	Is the site within or in proximity to a Ramsar Site? (7)	No	
	Is the site within or in proximity to a Special Protection Area (SPA)? (7)	No	
	Is the site within or in proximity to a Special Area of Conservation (SAC)? (7)	No	
	Is the site within or in proximity to an area of Ancient Woodland? (7, 11)	No	
	Is the site within or in proximity to a Local Nature Reserve (LNR)? (7)	No	
	Is the site within or in proximity to a Local Wildlife Site (LoWS)? (7)	No	

	Is the site within or in proximity to a Tree Preservation Order (TPO)? (7)	Yes	The site is approximately 330m and 270m distance from Tree Preservation Orders (TPOs) to the east along Wakering Road and north east of the site, respectively.
	Is the site within or in proximity to a Scheduled Ancient Monument (SAM)? (7)	No	
	Is the site within the Green Belt? (1, 3)	Yes	
	Is the site within or in proximity to a Conservation Area? (11)	No	This site is not situated in close proximity to Great Wakering Conservation Area which is located further to the north of the site towards the eastern end of the High Street.
	Is the site in proximity to a Listed Building? (11)	No	
	Is the site within or in proximity to an area of archaeological interest? (7, 11)	Yes	There is likely to be good below ground survival of historic environment assets outside quarried areas within Historic Environment Character Zone 7. There is high potential for below ground deposits.
<b>7. Site Sustainability Issues – Sources/ Areas of Pollution</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is there potential to avoid the public safety zone of London Southend Airport? (1, 4)	Yes	
	Is there potential that noise from London Southend Airport would affect future residents, given the site's location? (1, 4)	No	

	Is the site within or in proximity to an Air Quality Management Area (AQMA)? (1, 15)	No	
	Is there potential that the site would impact on air quality at significant road junctions <sup>1</sup> ? (1, 15)	No	
	Is the site potentially within or in proximity to contaminated land? (1, 4)	No	
<b>8. Site Sustainability Issues – Landscape Impact</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is the site situated on previously developed land? (1, 3, 7)	No	
	Is the site situated on agricultural land? (1, 3, 7)	Yes	This site is grade 1 agricultural land.
	Is the site situated within the Special Landscape Area or the Coastal Protection Belt? (11)	No	
	Is there potential to enhance the ecological value of the site? (1, 7, 12)	Yes	
	Is the site capable of creating wildlife corridors to enhance species movement and colonisation? (1, 7, 12)	Yes	

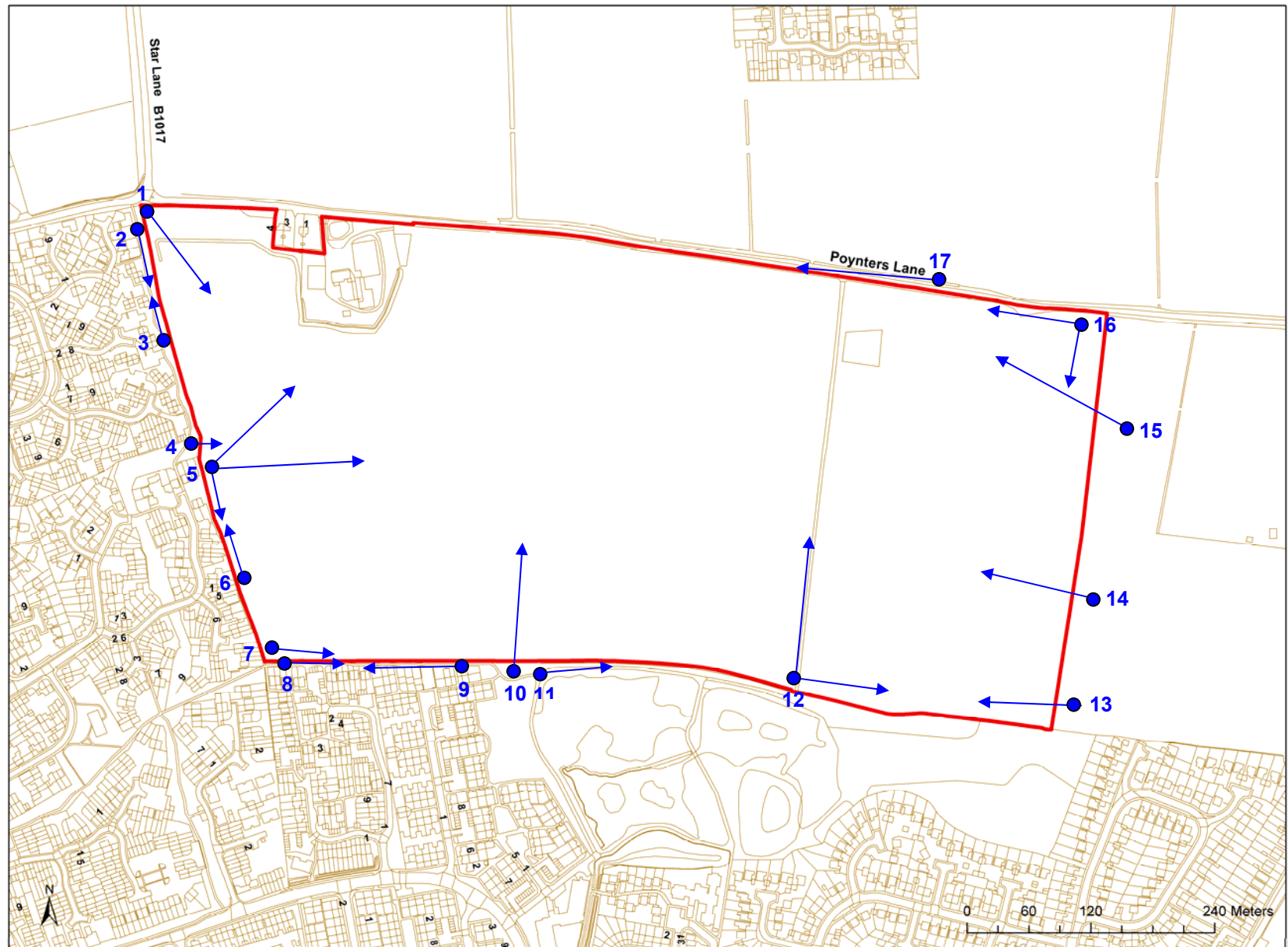
<sup>1</sup> A potentially significant road junction is a junction identified by the Council's Environmental Health Team as being such, based on air quality monitoring.

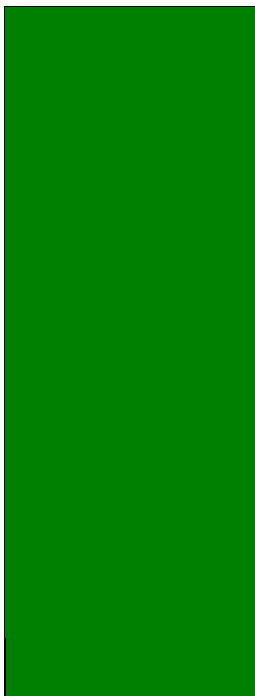
	Site Sustainability Indicators	Rating	Commentary
	Is the site situated on high quality agricultural land? (1, 3, 7)	Grade 1	The Strategic Environmental Assessment (SEA) Baseline Information Profile for the District broadly identifies the site as being located on grade 1 agricultural land. However, it is acknowledged that representations have been received suggesting that the site is predominantly grade 2 with areas of grade 1 and grade 3a agricultural land throughout the site.
	Is the site situated within a landscape character area that is highly sensitive to development? (7)	Medium	This site is situated within the South Essex Coastal Towns landscape character area which has a medium sensitivity to commercial/warehouse estate/port development.
	Is the site within a sensitive historic environment landscape character zone?	Low	This site is situated within Historic Environment Character Zone 7. Areas not quarried have a high sensitivity to change for below grounds deposits, however the extensive quarrying has significantly altered the historic landscape.
9. Site Sustainability Issues – Visual Impact	Site Sustainability Indicators	Yes/No	Commentary
	Is the site enclosed by natural features such as hedgerows, trees? (1, 7)	Yes/No	There are trees and hedgerows to the west and south enclosing the site and providing screening from the public footpaths along these boundaries, although in places along the southern boundary the cover is more open. There are steep inclines along the southern, and in particular, the western boundary of the site. The site is not enclosed to the east. There are some trees and hedgerows along the northern boundary of the site providing some enclosure, although this is sporadic in places.

	Site Sustainability Indicators	Rating	Commentary
	Are there open views across the site? (1)	Partially	The enclosure of the site to the west through trees and hedgerows and a steep incline from the public footpath outside the site does not give open views across the site from this location. The presence of trees and hedgerows (although somewhat sporadic in places), and the steep incline in places between the public footpath and the field particularly to the south east of the site, would provide some screening of the site from the south. The lack of enclosure of the site to the east between the field and greenfield land and from the public footpath which runs northwards towards Poynters Lane between the two fields would provide open views across the site from this area. There are some trees and hedgerows along the northern boundary of the site, although this is sporadic in places. There are open views across the site predominantly from the north and east.
10.	Map of Viewpoints:	Please see map	



Photographic  
Evidence

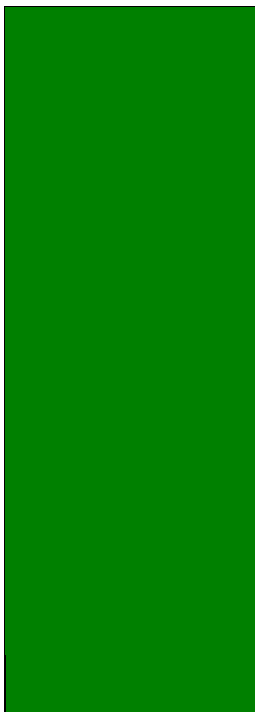




Viewpoint 1



Viewpoint 2



Viewpoint 3



Viewpoint 4

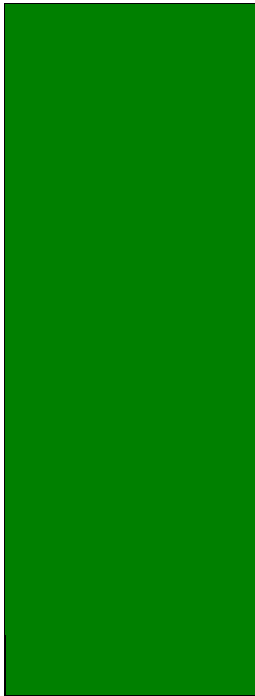




Viewpoint 5 (Looking north east)



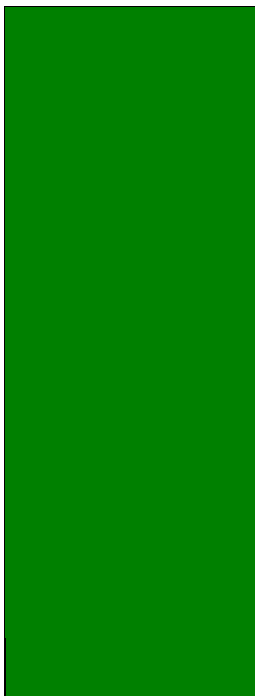
Viewpoint 5 (Looking south)



Viewpoint 5 (Looking south/south east)



Viewpoint 6

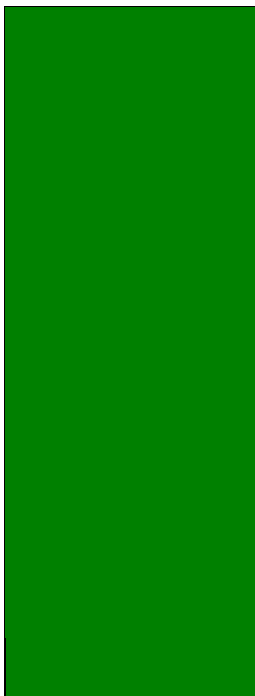


Viewpoint 7



Viewpoint 8





Viewpoint 9



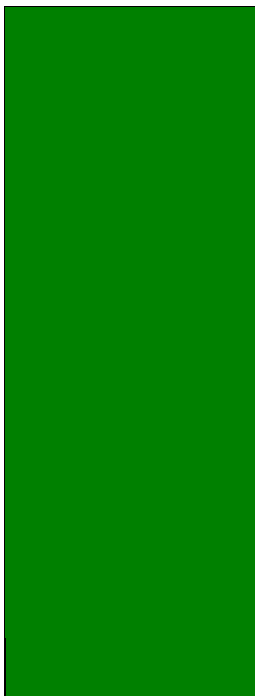
Viewpoint 10



Viewpoint 11



Viewpoint 12 (Looking north)

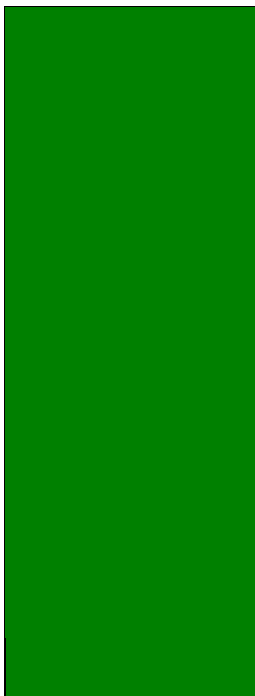


Viewpoint 12 (Looking east)



Viewpoint 13





Viewpoint 14




Viewpoint 15



Viewpoint 16 (Looking west)




Viewpoint 16 (Looking south)

	 <p data-bbox="1151 842 1335 874">Viewpoint 17</p>
<b>11. Other Issues and Summary</b>	<p data-bbox="392 901 2094 1157">The area identified as Tithe Park is situated to the south of Great Wakering on agricultural land adjacent to residential development (Shoebury in the Borough of Southend). It is well enclosed to the west and south with trees and hedgerows, which largely screens the site from the surrounding residential development. The site is also bounded to the north by Poynters Lane. The eastern boundary is open. There are open views across the site predominantly from the north and east. There is an area at risk of flooding towards the eastern extent of the site. It is reasonably well related to the services and facilities located within Great Wakering to the north of the site to the north of Poynters Lane, although it has a better relationship with the residential area of Shoebury which is adjacent to the site.</p>



4. Option E13 – Employment Use Options within Allocations DPD: Discussion and Consultation Document Proformas		
<b>1. Site Information</b>	Allocations DPD Reference:	Option E13
	Site Name:	Swallows Aquatics and Wheatley Farm Nursery
	Site Location:	London Road, Rayleigh
	Site Area (hectares):	Approximately 2.65 hectares
	Restrictions to Developable Area:	
	Physical Description of Site: including natural features - aspect, slope, water; manmade features – drains, sewers, pylons	Previously developed land. Predominantly hard standing. Several linear hedgerows/tree belts dividing the site. Greenfield land to the central area and south west of the site. Site predominantly consists of two nurseries, a café and a dwelling. Watercourse running along the eastern and northern edge of the field to the east of the site which appears to have been diverted underground at the point where it meets the site along London Road, then re-emerging to the east of the café, and again at the western end of the site. Watercourse running through the centre of the site between Swallows Aquatics and Wheatley Farm Nursery. Pylons to the south and north east of the site (north of London Road) with overhead electricity cables crossing the south eastern corner of the site.
	Current Use:	Commercial
	Proposed Use:	Employment
	Existing Land Use Allocation/ Designation:	Green Belt
	Adjacent Land Use(s):	Green Belt/agricultural land

	Aerial Photograph:	Please see map	
			
2. Constraints	Flood Risk		
	Zone 1:Low Probability (<0.1% probability of annual flooding)	<input checked="" type="checkbox"/>	
	Zone 2: Medium Probability (1% - 0.1% probability of annual flooding)	<input type="checkbox"/>	
	Zone 3a: High Probability (>1% probability of annual flooding)	<input type="checkbox"/>	
	Zone 3b: The Functional Floodplain (>5% probability of annual flooding)	<input type="checkbox"/>	

	<b>Commentary:</b> Whilst this site is not situated within an area at risk of flooding, there is an area at risk to the north of the site in the area between London Road and Rawreth Lane.		
	Infrastructure Requirements		
	New Highways Access Required:		<input type="checkbox"/>
	Significant Investment in Existing Foul Sewerage Required:		<input type="checkbox"/>
	Significant Investment in Gas/Water/Electricity Power Supplies:		<input type="checkbox"/>
	Significant Investment in walking/public transport required:		<input checked="" type="checkbox"/>
	Flood Risk Mitigation Measures Required:		<input type="checkbox"/>
<b>Commentary:</b> There are several access points onto London Road. Investment in the provision of a footpath along the south side of London Road would likely be required. Public transport provision may also be improved.			
3. Green Belt Impact Assessment	PPG2 (paragraph 1.5) – Green Belt Objectives	Rating	Commentary
	To check the unrestricted sprawl of large built-up areas	Medium	This is an area of previously developed land to the south of London Road. Although the site is not adjacent to the defined residential area, there is potential to create a strong and defensible Green Belt boundary.
	To prevent neighbouring towns from merging into one another	Low	The site is located between the existing residential area of Rayleigh to the east and the A1245 to the west. It is broadly situated between Rayleigh to the east, North Benfleet to the south (in Castle Point Borough) and Wickford further to the west. The site is unlikely to encourage the merging of these residential areas.
	To assist in safeguarding the countryside from encroachment	Medium	This is an area of previously developed land to the south of London Road. Although the site is not adjacent to the defined residential area, there is potential to create a strong and defensible Green Belt boundary.

	To preserve the setting and special character of historic towns	Low	This site is not situated near to Rayleigh town centre, which is designated a Conservation Area and contains numerous Listed Buildings.
	To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	High	This is an area of previously developed land to the south of London Road.
<b>4. Site Sustainability Issues – Access to Services and Facilities</b>	<b>Site Sustainability Indicators</b>	<b>Rating</b>	<b>Commentary</b>
	Is the site well related to the existing residential area? (1, 2, 5, 8, 9, 12)	High	The distance from the edge of the site to the edge of Rayleigh (London Road) to the east is less than 800m walking distance from the site.
	Is the site well related to a town/ village centre? (1, 2, 5, 6, 8, 9, 12)	Medium	The nearest town centre is Rayleigh. The site is approximately 2.4km from the town centre.
	Is the site well related to existing educational facilities? (1, 8, 9, 10, 12)	High	The nearest primary school is less than 800m distance from the site.
	Is the site well related to existing healthcare facilities? (1, 4, 8, 9, 12)	Medium	The nearest doctor's surgery is approximately 1.4km distance from the site.
	Is the site well related to a bus route? (1, 2, 8, 9, 12)	High	The site is situated on a bus route which runs along London Road. The nearest bus stop is in close proximity to the site.
	Is the site well related to a train station? (1, 2, 8, 9, 12)	Medium	The nearest train station is Rayleigh train station which is approximately 2km distance from the site.
	Is the site well related to local shops and services? (1, 2, 5, 6, 8, 9, 12)	Medium	The nearest local shops and services are situated to the east along London Road. These are approximately 1.1km distance from the site.

5. Site Sustainability Issues – Site Restraints	Site Sustainability Indicators	Yes/No	Commentary
	If another site would be needed to accommodate the quantum of employment uses specified for the relevant general location, is the site well related to other sites? (1, 2, 3, 8, 9, 12)	No	This site forms a number of the options for additional employment land to the west of Rayleigh identified in the Allocations DPD: Discussion and Consultation Document. Whilst it is well related to the area identified to the north of London Road (Option E17), it is not well related to the site to the west of the A1245 (Option E18).
	Are there features on site which have the potential to constrain development? (1, 4, 7, 11)	Yes/No	There are several ponds on site, a watercourse and hedgerows/tree belts running through the site which may have biodiversity value. However, these are not protected through local or international nature conservation designations. Potential habitat/biodiversity loss would need to be mitigated against.
	Is there potential for development of the site to affect existing recreational use or public rights of way? (1, 2, 8, 9)	No	Investment in the provision of a footpath along the south side of London Road would likely be required.
	Is the site well related to the highway network? (1, 2, 8, 9)	Yes	The site has several access points onto London Road.
6. Site Sustainability Issues – Natural and Historic Environmental Constraints	Site Sustainability Indicators	Yes/No	Commentary
	Is the site within or in proximity to a Site of Special Scientific Interest (SSSI)? (7)	No	
	Is the site within or in proximity to a Ramsar Site? (7)	No	
	Is the site within or in proximity to a Special Protection Area (SPA)? (7)	No	

	Is the site within or in proximity to a Special Area of Conservation (SAC)? (7)	No	
	Is the site within or in proximity to an area of Ancient Woodland? (7, 11)	No	
	Is the site within or in proximity to a Local Nature Reserve (LNR)? (7)	No	
	Is the site within or in proximity to a Local Wildlife Site (LoWS)? (7)	No	
	Is the site within or in proximity to a Tree Preservation Order (TPO)? (7)	Yes	The site is within 200m distance of a TPO area. This area is located to the south east of the site.
	Is the site within or in proximity to a Scheduled Ancient Monument (SAM)? (7)	No	
	Is the site within the Green Belt? (1, 3)	Yes	This is an area of previously developed land within the Green Belt.
	Is the site within or in proximity to a Conservation Area? (11)	No	This site is not situated near to Rayleigh town centre, which is designated a Conservation Area and contains numerous Listed Buildings.
	Is the site in proximity to a Listed Building? (11)	No	
	Is the site within or in proximity to an area of archaeological interest? (7, 11)	Yes	The relative lack of development indicates good survival of historic environment assets within Historic Environment Character Zone 40. The potential for such assets is indicated by the previous A130 excavations.



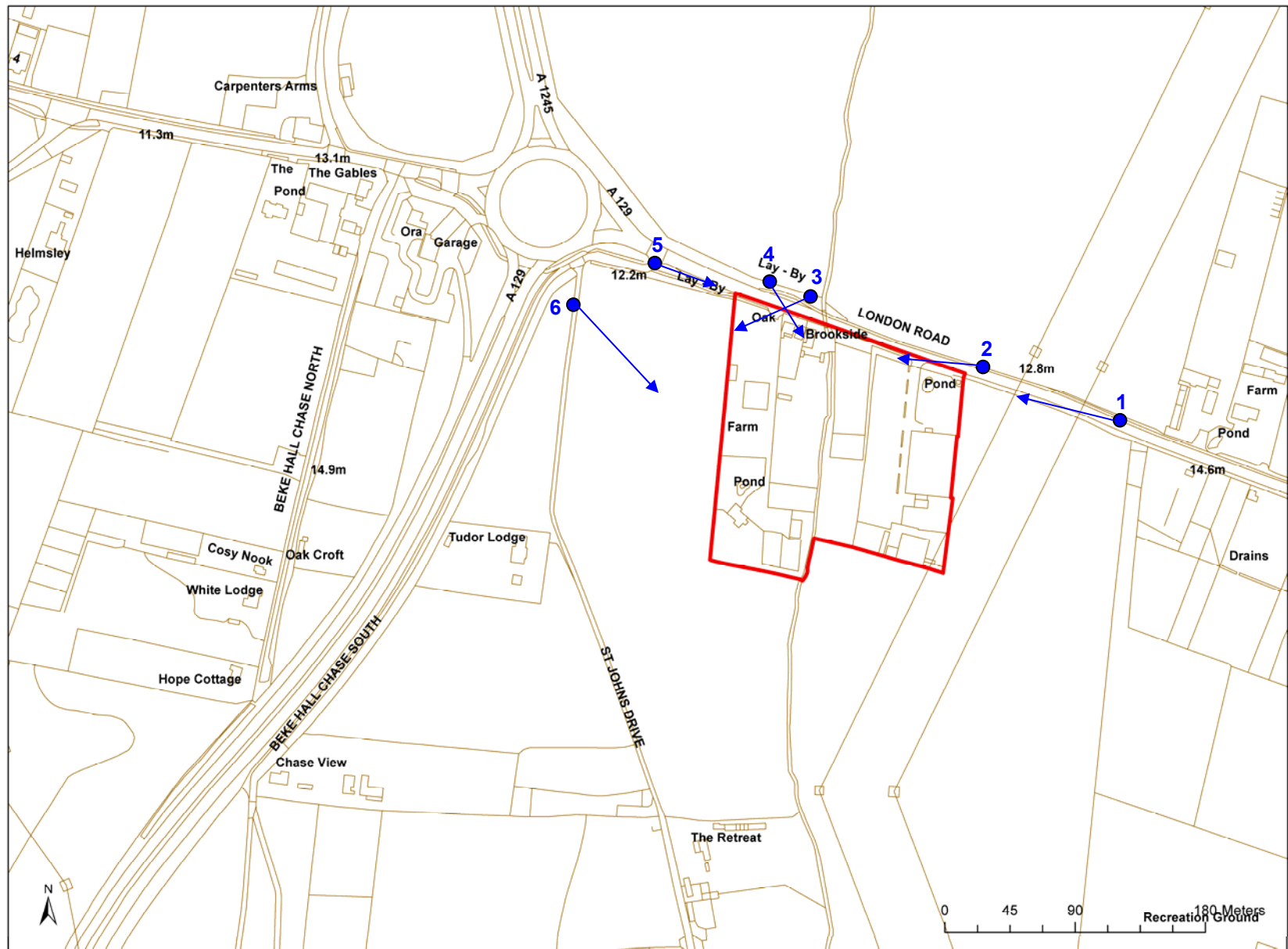
7. Site Sustainability Issues – Sources/ Areas of Pollution	Site Sustainability Indicators	Yes/No	Commentary
	Is there potential to avoid the public safety zone of London Southend Airport? (1, 4)	Yes	
	Is there potential that noise from London Southend Airport would affect future residents, given the site's location? (1, 4)	No	
	Is the site within or in proximity to an Air Quality Management Area (AQMA)? (1, 15)	No	
	Is there potential that the site would impact on air quality at significant road junctions <sup>1</sup> ? (1, 15)	No	
	Is the site potentially within or in proximity to contaminated land? (1, 4)	Yes	As this is previously developed land, the site has the potential to be contaminated.
8. Site Sustainability Issues – Landscape Impact	Site Sustainability Indicators	Yes/No	Commentary
	Is the site situated on previously developed land? (1, 3, 7)	Yes	This is an area of previously developed land.
	Is the site situated on agricultural land? (1, 3, 7)	No	
	Is the site situated within the Special Landscape Area or the Coastal Protection Belt? (11)	No	

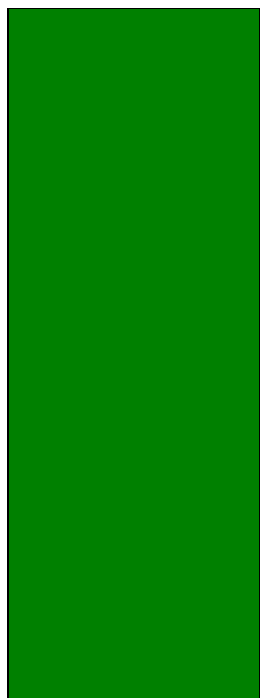
<sup>1</sup> A potentially significant road junction is a junction identified by the Council's Environmental Health Team as being such, based on air quality monitoring.

	Is there potential to enhance the ecological value of the site? (1, 7, 12)	Yes	
	Is the site capable of creating wildlife corridors to enhance species movement and colonisation? (1, 7, 12)	Yes	There are several linear hedgerows/tree belts running through the site. These have the potential to be retained, and where possible, enhanced.
	<b>Site Sustainability Indicators</b>	<b>Rating</b>	<b>Commentary</b>
	Is the site situated on high quality agricultural land? (1, 3, 7)	-	This is an area of previously developed land.
	Is the site situated within a landscape character area that is highly sensitive to development? (7)	High	This site is situated within the Crouch and Roach Farmland landscape character area which has a high sensitivity to commercial/warehouse state/port development.
	Is the site within a sensitive historic environment landscape character zone?	Medium	The site is situated within Historic Environment Character Zone 40. The open landscape and archaeological deposits are sensitive to change.
<b>9. Site Sustainability Issues – Visual Impact</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is the site enclosed by natural features such as hedgerows, trees? (1, 7)	No	Although there are several linear hedgerows/tree belts dividing the site, there are minimal natural features such as hedgerows and trees enclosing the site, screening it from view. There is principally hard landscaping, fences and a brick wall to the north of the site facing London Road. There are, however, trees and hedgerows along the western boundary of the site which provides some enclosure.

	Site Sustainability Indicators	Rating	Commentary
	Are there open views across the site? (1)	Partially	This is an area of previously developed land, which is highly visible from the public highway (London Road), however, the trees and hedgerows along London Road to the west of the site do provide some screening of the western boundary of the site along the western approach. Although in general there is minimal screening of the site with natural features such as trees and hedgerows particularly to the north and east, in places the buildings and structures on the site do not provide open views across it.
10.	Map of Viewpoints:	Please see map	

Photographic  
Evidence





Viewpoint 1



Viewpoint 2





Viewpoint 3




Viewpoint 4



		
<b>11. Other Issues and Summary</b>	<p>This is an area of previously developed land in the Green Belt situated to the west of Rayleigh, which is highly visible from the public highway. It is not situated within close proximity to any areas of international nature conservation importance, although it is within 200m of a Tree Preservation Order (TPO) area to the east of the site. There are pylons to the south and north east of the site with overhead electricity cables crossing the south eastern corner of the site. Investment in improved public footpath links and public transport would be required. There are some natural features on site such as ponds, a watercourse and hedgerows/tree belts. However, this site is reasonably well related to local services and facilities within Rayleigh and there is potential to create a strong, defensible Green Belt boundary.</p>	

4. Option E14 – Employment Use Options within Allocations DPD: Discussion and Consultation Document Proformas		
<b>1. Site Information</b>	Allocations DPD Reference:	Option E14
	Site Name:	South of London Road
	Site Location:	London Road, Rayleigh
	Site Area (hectares):	Approximately 4.1 hectares
	Restrictions to Developable Area:	Tree Preservation Order (TPO) area
	Physical Description of Site: including natural features - aspect, slope, water; manmade features – drains, sewers, pylons	Previously developed land consisting of two nurseries, a café and a dwelling. Predominantly hard standing. Several linear hedgerows/tree belts dividing the area of previously development land. Greenfield land to the central area and south west of the area of previously developed land. Site also includes greenfield land to the east. Agricultural land. Watercourse running along the northern edge of the field which appears to have been diverted underground at the point where it meets the area of previously developed land, then re-emerging to the east of the café, and again at the western end of the site. Watercourse running through the centre of the area of previously developed land between Swallows Aquatics and Wheatley Farm Nursery. Pylons to the south and north east of the site (north of London Road) with overhead electricity cables crossing the south eastern corner of the area of previously developed land and across the field to the east.
	Current Use:	Commercial including a field to the east
	Proposed Use:	Employment
	Existing Land Use Allocation/ Designation:	Green Belt
	Adjacent Land Use(s):	Green Belt/agricultural land

	Aerial Photograph:		Please see map	
				
	2. Constraints			
	Flood Risk			
	Zone 1:Low Probability (<0.1% probability of annual flooding)		<input checked="" type="checkbox"/>	
	Zone 2: Medium Probability (1% - 0.1% probability of annual flooding)		<input type="checkbox"/>	
	Zone 3a: High Probability (>1% probability of annual flooding)		<input type="checkbox"/>	
	Zone 3b: The Functional Floodplain (>5% probability of annual flooding)		<input type="checkbox"/>	

	<b>Commentary:</b> Whilst this site is not situated within an area at risk of flooding, there is an area at risk to the north of the site in the area between London Road and Rawreth Lane.		
	Infrastructure Requirements		
	New Highways Access Required:		<input type="checkbox"/>
	Significant Investment in Existing Foul Sewerage Required:		<input type="checkbox"/>
	Significant Investment in Gas/Water/Electricity Power Supplies:		<input type="checkbox"/>
	Significant Investment in walking/public transport required:		<input checked="" type="checkbox"/>
	Flood Risk Mitigation Measures Required:		<input type="checkbox"/>
	<b>Commentary:</b> Investment in the provision of a footpath along the south side of London Road would likely be required. Public transport provision may also be improved.		
3. Green Belt Impact Assessment	PPG2 (paragraph 1.5) – Green Belt Objectives	Rating	Commentary
	To check the unrestricted sprawl of large built-up areas	High	The site includes an area of previously developed land to the south of London Road, and agricultural land to the east of this area. It proposes to extend beyond the existing boundary of the area of previously developed land. Although the site is not directly adjacent to the defined residential area, it generally follows natural or existing boundaries and there is potential to create a strong and defensible Green Belt boundary.
	To prevent neighbouring towns from merging into one another	Medium	The site is located between the existing residential area of Rayleigh to the east and the A1245 to the west. It is broadly situated between Rayleigh to the east, North Benfleet to the south (in Castle Point Borough) and Wickford further to the west. The site is unlikely to encourage the merging of these residential areas, although it would extend the existing developed area.



	To assist in safeguarding the countryside from encroachment	Medium	The site includes an area of previously developed land to the south of London Road and a field to the east. Although the site is not directly adjacent to the defined residential area, it generally follows natural or existing boundaries and there is potential to create a strong and defensible Green Belt boundary.
	To preserve the setting and special character of historic towns	Low	This site is not situated near to Rayleigh town centre, which is designated a Conservation Area and contains numerous Listed Buildings.
	To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	Medium	This site includes an area of previously developed land and a field to the east, located to the south of London Road.
<b>4. Site Sustainability Issues – Access to Services and Facilities</b>	<b>Site Sustainability Indicators</b>	<b>Rating</b>	<b>Commentary</b>
	Is the site well related to the existing residential area? (1, 2, 5, 8, 9, 12)	High	The distance from the edge of the site to the edge of Rayleigh (London Road) to the east is less than 800m walking distance.
	Is the site well related to a town/village centre? (1, 2, 5, 6, 8, 9, 12)	Medium	The nearest town centre is Rayleigh. The site is approximately 2.3km from the town centre.
	Is the site well related to existing educational facilities? (1, 8, 9, 10, 12)	High	The nearest primary school is less than 800m distance from the site.
	Is the site well related to existing healthcare facilities? (1, 4, 8, 9, 12)	Medium	The nearest doctor's surgery is approximately 1.3km distance from the site.
	Is the site well related to a bus route? (1, 2, 8, 9, 12)	High	The site is situated on a bus route which runs along London Road. The nearest bus stop is in close proximity to the site.



	Is the site well related to a train station? (1, 2, 8, 9, 12)	Medium	The nearest train station is Rayleigh train station which is approximately between 1.8km distance from the site.
	Is the site well related to local shops and services? (1, 2, 5, 6, 8, 9, 12)	Medium	The nearest local shops and services are situated to the east along London Road. These are approximately 1km distance from the site.
<b>5. Site Sustainability Issues – Site Restraints</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	If another site would be needed to accommodate the quantum of employment uses specified for the relevant general location, is the site well related to other sites? (1, 2, 3, 8, 9, 12)	Yes	The area of previously developed land included within this site forms a number of the options for additional employment land to the west of Rayleigh identified in the Allocations DPD: Discussion and Consultation Document. Whilst this site is well related to the area identified to the north of London Road (Option E17), it is not well related to the site to the west of the A1245 (Option E18).
	Are there features on site which have the potential to constrain development? (1, 4, 7, 11)	Yes	There are several ponds on the area of previously developed land, a watercourse and hedgerows/tree belts running through it which may have biodiversity value. However, these are not protected through local or international nature conservation designations. Potential habitat/biodiversity loss would need to be mitigated against. There is also a Tree Preservation Order (TPO) area along the south eastern corner of the site which has the potential to constrain development.
	Is there potential for development of the site to affect existing recreational use or public rights of way? (1, 2, 8, 9)	No	Investment in the provision of a footpath along the south side of London Road would likely be required.
	Is the site well related to the highway network? (1, 2, 8, 9)	Yes	The site has several access points onto London Road.

6. Site Sustainability Issues – Natural and Historic Environmental Constraints	Site Sustainability Indicators	Yes/No	Commentary
	Is the site within or in proximity to a Site of Special Scientific Interest (SSSI)? (7)	No	
	Is the site within or in proximity to a Ramsar Site? (7)	No	
	Is the site within or in proximity to a Special Protection Area (SPA)? (7)	No	
	Is the site within or in proximity to a Special Area of Conservation (SAC)? (7)	No	
	Is the site within or in proximity to an area of Ancient Woodland? (7, 11)	No	
	Is the site within or in proximity to a Local Nature Reserve (LNR)? (7)	No	
	Is the site within or in proximity to a Local Wildlife Site (LoWS)? (7)	No	
	Is the site within or in proximity to a Tree Preservation Order (TPO)? (7)	Yes	There is a TPO area along the south eastern corner of the site.
	Is the site within or in proximity to a Scheduled Ancient Monument (SAM)? (7)	No	

	Is the site within the Green Belt? (1, 3)	Yes	The sites include an area of previously developed land within the Green Belt, and agricultural land to the east.
	Is the site within or in proximity to a Conservation Area? (11)	No	This site is not situated near to Rayleigh town centre, which is designated a Conservation Area and contains numerous Listed Buildings.
	Is the site in proximity to a Listed Building? (11)	No	
	Is the site within or in proximity to an area of archaeological interest? (7, 11)	Yes	The relative lack of development indicates good survival of historic environment assets within Historic Environment Character Zone 40. The potential for such assets is indicated by the previous A130 excavations.
<b>7. Site Sustainability Issues – Sources/ Areas of Pollution</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is there potential to avoid the public safety zone of London Southend Airport? (1, 4)	Yes	
	Is there potential that noise from London Southend Airport would affect future residents, given the site's location? (1, 4)	No	
	Is the site within or in proximity to an Air Quality Management Area (AQMA)? (1, 15)	No	

	Is there potential that the site would impact on air quality at significant road junctions <sup>2</sup> ? (1, 15)	No	
	Is the site potentially within or in proximity to contaminated land? (1, 4)	Yes	As part of this site is previously developed land, there is potential that it could be contaminated.
<b>8. Site Sustainability Issues – Landscape Impact</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is the site situated on previously developed land? (1, 3, 7)	Yes	Part of the site to the west is previously developed land.
	Is the site situated on agricultural land? (1, 3, 7)	Yes	Part of the site to the east is agricultural land. It is grade 3 agricultural land.
	Is the site situated within the Special Landscape Area or the Coastal Protection Belt? (11)	No	
	Is there potential to enhance the ecological value of the site? (1, 7, 12)	Yes	
	Is the site capable of creating wildlife corridors to enhance species movement and colonisation? (1, 7, 12)	Yes	

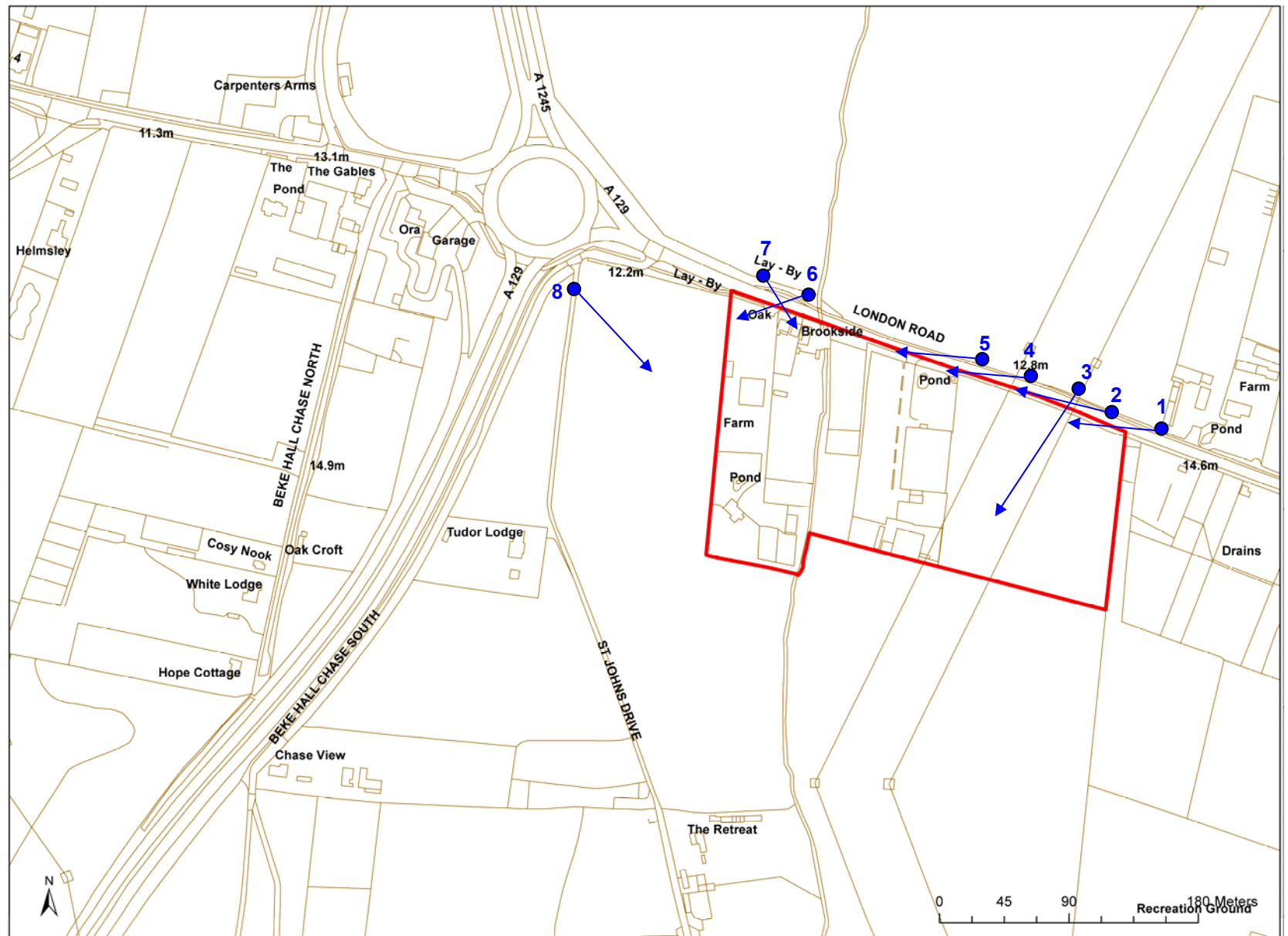
<sup>2</sup> A potentially significant road junction is a junction identified by the Council's Environmental Health Team as being such, based on air quality monitoring.

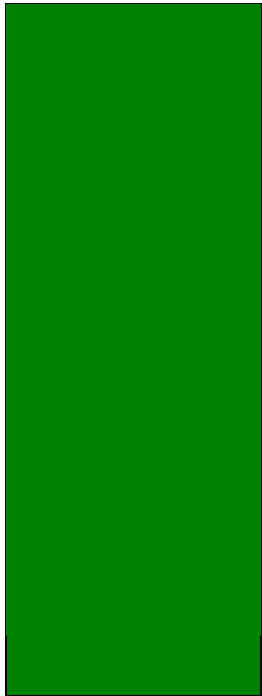
	Site Sustainability Indicators	Rating	Commentary
	Is the site situated on high quality agricultural land? (1, 3, 7)	Grade 3	
	Is the site situated within a landscape character area that is highly sensitive to development? (7)	High	This site is situated within the Crouch and Roach Farmland landscape character area which has a high sensitivity to commercial/warehouse state/port development.
	Is the site within a sensitive historic environment landscape character zone?	Medium	The site is situated within Historic Environment Character Zone 40. The open landscape and archaeological deposits are sensitive to change.
9. Site Sustainability Issues – Visual Impact	Site Sustainability Indicators	Yes/No	Commentary
	Is the site enclosed by natural features such as hedgerows, trees? (1, 7)	No	Although there are several linear hedgerows/tree belts dividing the area of previously developed land within the site, there are minimal natural features such as hedgerows and trees enclosing the site, screening it from view. There is principally hard landscaping, fences and a brick wall to the north of the site facing London Road. The field to the east is not enclosed by trees or hedgerows to the north along London Road or to the south of the site. There are hedgerows and trees (including a TPO area) along the eastern boundary of the site, which does provide some screening of the site from the east. There are also trees and hedgerows along the western boundary of the site which provides some enclosure.



	Site Sustainability Indicators	Rating	Commentary
	Are there open views across the site? (1)	Fully	The area of previously developed land within this site is highly visible from the public highway (London Road), however, the trees and hedgerows along London Road to the west of the site do provide some screening of the western boundary of the site along the western approach. Although in general there is minimal screening of the site with natural features such as trees and hedgerows, in places the buildings and structures on the site do not provide open views across it. The field to the east of this, however, does not have trees or hedgerows along the northern boundary. Therefore there are open views across the site. It is, however, generally screened from the east through the presence of hedgerows and trees (including a TPO area) along the eastern boundary of the site.
10.	Map of Viewpoints:	Please see map	

Photographic  
Evidence

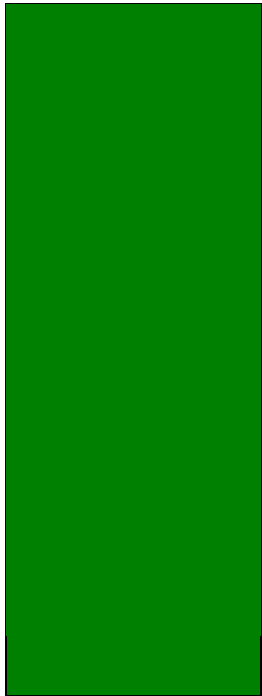




Viewpoint 1



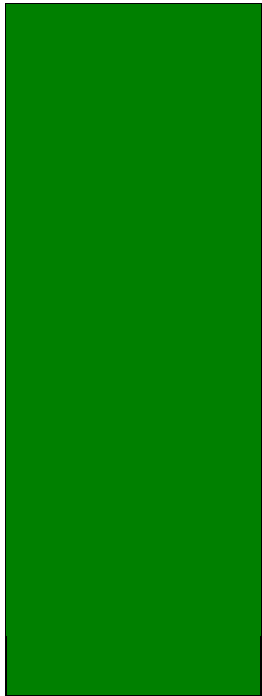
Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5




Viewpoint 6



		
<p><b>11. Other Issues and Summary</b></p>	<p>Viewpoint 7</p>	<p>Viewpoint 8</p>
	<p>This site includes an area of previously developed land in the Green Belt and agricultural land to the east, which is situated to the west of Rayleigh. The site is visible from the public highway with minimal natural features screening it from view, however, it is generally screened from the east through the presence of hedgerows and trees along the eastern boundary of the site and the western boundary is screened from the public highway through trees and hedgerows along London Road to the west of the site. It is not situated within close proximity to any areas of international nature conservation importance, although there is a Tree Preservation Order (TPO) area along the south eastern boundary of the site. There are pylons to the south and north east of the site with overhead electricity cables crossing the south eastern corner of the area of previously developed land and across the field to the east. Investment in improved public footpath links and public transport would be required. There are some natural features on site such as ponds, a watercourse and hedgerows/tree belts. The TPO area along the south eastern corner of the site has the potential to constrain development. However, this site is reasonably well related to local services and facilities within Rayleigh.</p>	

**4. Option E15 – Employment Use Options within Allocations DPD: Discussion and Consultation Document Proformas**

<b>1. Site Information</b>	Allocations DPD Reference:	Option E15
	Site Name:	South of London Road
	Site Location:	London Road, Rayleigh
	Site Area (hectares):	Approximately 4 hectares
	Restrictions to Developable Area:	
	Physical Description of Site: including natural features - aspect, slope, water; manmade features – drains, sewers, pylons	Previously developed land consisting of two nurseries, a café and a dwelling. Predominantly hard standing. Several linear hedgerows/tree belts dividing the area of previously development land. Greenfield land to the central area and south west of the area of previously developed land. Site also includes greenfield land to the south. Agricultural land. Watercourse running along the eastern and northern edge of the field to the east of the site which appears to have been diverted underground at the point where it meets the site along London Road, then re-emerging to the east of the café, and again at the western end of the site. Watercourse running through the centre of the site between Swallows Aquatics and Wheatley Farm Nursery. Pylons to the south and north east of the site (north of London Road) with overhead electricity cables crossing the south eastern corner of the site.
	Current Use:	Commercial including part of fields to the south
	Proposed Use:	Employment
	Existing Land Use Allocation/ Designation:	Green Belt
	Adjacent Land Use(s):	Green Belt/agricultural land

	Aerial Photograph:	Please see map.	
			
2. Constraints	Flood Risk		
	Zone 1:Low Probability (<0.1% probability of annual flooding)	<input checked="" type="checkbox"/>	
	Zone 2: Medium Probability (1% - 0.1% probability of annual flooding)	<input type="checkbox"/>	
	Zone 3a: High Probability (>1% probability of annual flooding)	<input type="checkbox"/>	
	Zone 3b: The Functional Floodplain (>5% probability of annual flooding)	<input type="checkbox"/>	

	<b>Commentary:</b> Whilst this site is not situated within an area at risk of flooding, there is an area at risk to the north of the site in the area between London Road and Rawreth Lane.		
	<b>Infrastructure Requirements</b>		
	New Highways Access Required:		<input type="checkbox"/>
	Significant Investment in Existing Foul Sewerage Required:		<input type="checkbox"/>
	Significant Investment in Gas/Water/Electricity Power Supplies:		<input type="checkbox"/>
	Significant Investment in walking/public transport required:		<input checked="" type="checkbox"/>
	Flood Risk Mitigation Measures Required:		<input type="checkbox"/>
<b>Commentary:</b> Investment in the provision of a footpath along the south side of London Road would likely be required. Public transport provision may also be improved.			
<b>3. Green Belt Impact Assessment</b>	<b>PPG2 (paragraph 1.5) – Green Belt Objectives</b>	<b>Rating</b>	<b>Commentary</b>
	To check the unrestricted sprawl of large built-up areas	High	The site includes an area of previously developed land to the south of London Road, and agricultural land to the south of this area. It proposes to extend beyond the existing boundary of the area of previously developed land. This site is not directly adjacent to the defined residential area. It extends the existing area of previously developed land further to the south and does not follow a natural boundary. It may not ensure the creation of a strong and defensible Green Belt boundary.
	To prevent neighbouring towns from merging into one another	Low	The site is located between the existing residential area of Rayleigh to the east and the A1245 to the west. It is broadly situated between Rayleigh to the east, North Benfleet to the south (in Castle Point Borough) and Wickford further to the west. The site is unlikely to encourage the merging of these residential areas, although it would extend the existing developed area.

	To assist in safeguarding the countryside from encroachment	High	The site includes an area of previously developed land to the south of London Road and parts of fields to the south. This site is not directly adjacent to the defined residential area. It extends the existing area of previously developed land further to the south and does not follow a natural boundary. It may not ensure the creation of a strong and defensible Green Belt boundary.
	To preserve the setting and special character of historic towns	Low	This site is not situated near to Rayleigh town centre, which is designated a Conservation Area and contains numerous Listed Buildings.
	To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	Medium	This site includes an area of previously developed land and parts of fields to the south, located to the south of London Road.
<b>4. Site Sustainability Issues – Access to Services and Facilities</b>	<b>Site Sustainability Indicators</b>	<b>Rating</b>	<b>Commentary</b>
	Is the site well related to the existing residential area? (1, 2, 5, 8, 9, 12)	High	The distance from the edge of the site to the edge of Rayleigh (London Road) to the east is less than 800m walking distance from the site.
	Is the site well related to a town/ village centre? (1, 2, 5, 6, 8, 9, 12)	Medium	The nearest town centre is Rayleigh. The site is approximately 2.4km from the town centre.
	Is the site well related to existing educational facilities? (1, 8, 9, 10, 12)	High	The nearest primary school is less than 800m distance from the site.
	Is the site well related to existing healthcare facilities? (1, 4, 8, 9, 12)	Medium	The nearest doctor's surgery is approximately 1.4km distance from the site.
	Is the site well related to a bus route? (1, 2, 8, 9, 12)	High	The site is situated on a bus route which runs along London Road. The nearest bus stop is in close proximity to the site.



	Is the site well related to a train station? (1, 2, 8, 9, 12)	Medium	The nearest train station is Rayleigh train station which is approximately 2km distance from the site.
	Is the site well related to local shops and services? (1, 2, 5, 6, 8, 9, 12)	Medium	The nearest local shops and services are situated to the east along London Road. These are approximately 1.1km distance from the site.
<b>5. Site Sustainability Issues – Site Restraints</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	If another site would be needed to accommodate the quantum of employment uses specified for the relevant general location, is the site well related to other sites? (1, 2, 3, 8, 9, 12)	Yes	The area of previously developed land included within this site forms a number of the options for additional employment land to the west of Rayleigh identified in the Allocations DPD: Discussion and Consultation Document. Whilst this site is well related to the area identified to the north of London Road (Option E17), it is not well related to the site to the west of the A1245 (Option E18).
	Are there features on site which have the potential to constrain development? (1, 4, 7, 11)	Yes	There are several ponds on the area of previously developed land and hedgerows/tree belts running through it which may have biodiversity value. However, these are not protected through local or international nature conservation designations. Potential habitat/biodiversity loss would need to be mitigated against.
	Is there potential for development of the site to affect existing recreational use or public rights of way? (1, 2, 8, 9)	No	Investment in the provision of a footpath along the south side of London Road would likely be required.
	Is the site well related to the highway network? (1, 2, 8, 9)	Yes	The site has several access points onto London Road.



6. Site Sustainability Issues – Natural and Historic Environmental Constraints	Site Sustainability Indicators	Yes/No	Commentary
	Is the site within or in proximity to a Site of Special Scientific Interest (SSSI)? (7)	No	
	Is the site within or in proximity to a Ramsar Site? (7)	No	
	Is the site within or in proximity to a Special Protection Area (SPA)? (7)	No	
	Is the site within or in proximity to a Special Area of Conservation (SAC)? (7)	No	
	Is the site within or in proximity to an area of Ancient Woodland? (7, 11)	No	
	Is the site within or in proximity to a Local Nature Reserve (LNR)? (7)	No	
	Is the site within or in proximity to a Local Wildlife Site (LoWS)? (7)	No	
	Is the site within or in proximity to a Tree Preservation Order (TPO)? (7)	Yes	The site is within 200m distance of a TPO area. This area is located to the south east of the site.
	Is the site within or in proximity to a Scheduled Ancient Monument (SAM)? (7)	No	
	Is the site within the Green Belt? (1, 3)	Yes	The sites include an area of previously developed land within the Green Belt, and agricultural land to the south.

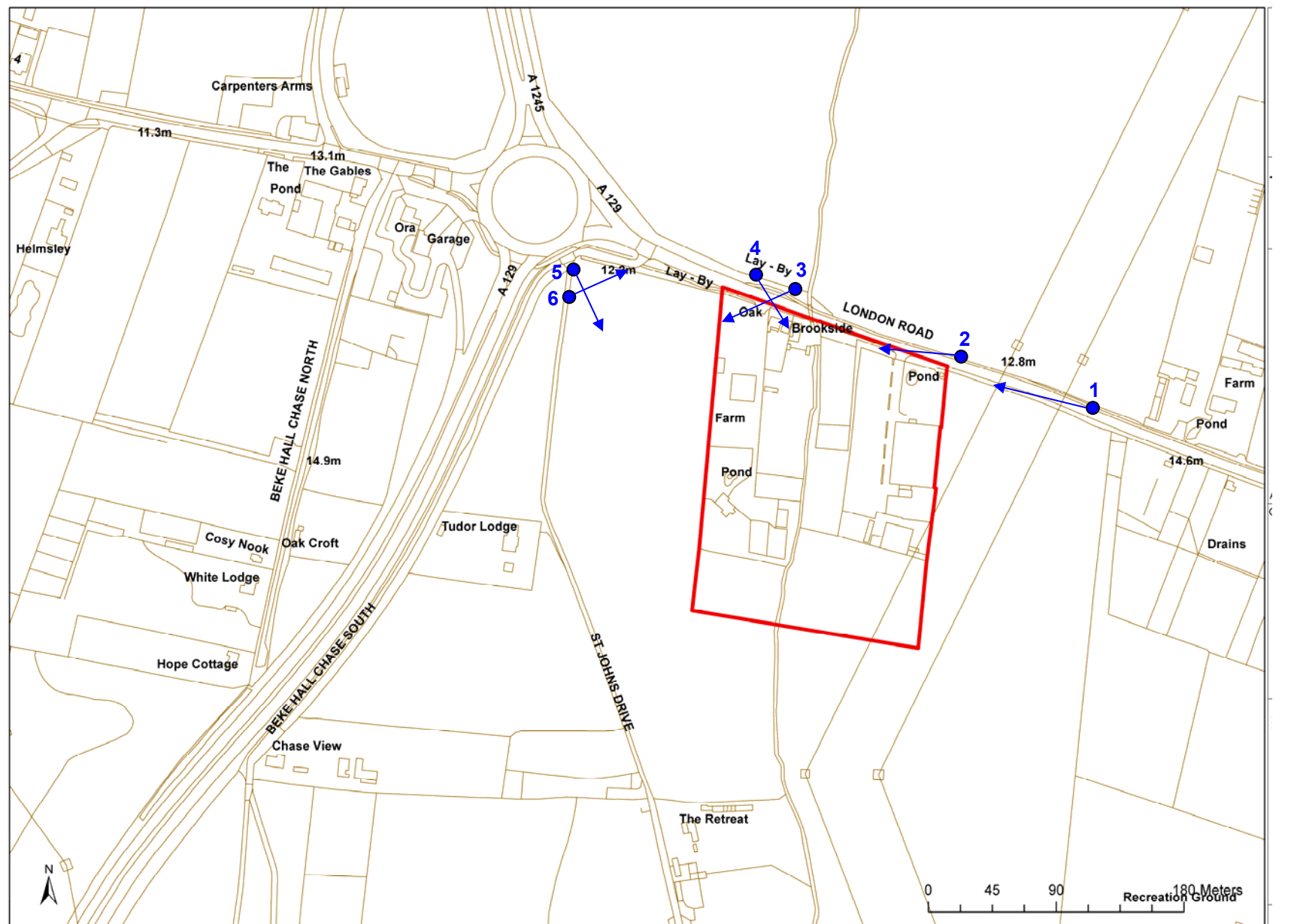
	Is the site within or in proximity to a Conservation Area? (11)	No	This site is not situated near to Rayleigh town centre, which is designated a Conservation Area and contains numerous Listed Buildings.
	Is the site in proximity to a Listed Building? (11)	No	
	Is the site within or in proximity to an area of archaeological interest? (7, 11)	Yes	The relative lack of development indicates good survival of historic environment assets within Historic Environment Character Zone 40. The potential for such assets is indicated by the previous A130 excavations.
<b>7. Site Sustainability Issues – Sources/ Areas of Pollution</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is there potential to avoid the public safety zone of London Southend Airport? (1, 4)	Yes	
	Is there potential that noise from London Southend Airport would affect future residents, given the site's location? (1, 4)	No	
	Is the site within or in proximity to an Air Quality Management Area (AQMA)? (1, 15)	No	
	Is there potential that the site would impact on air quality at significant road junctions <sup>1</sup> ? (1, 15)	No	
	Is the site potentially within or in proximity to contaminated land? (1, 4)	Yes	As part of this site is previously developed land, there is potential that it could be contaminated.

<sup>1</sup> A potentially significant road junction is a junction identified by the Council's Environmental Health Team as being such, based on air quality monitoring.

<b>8. Site Sustainability Issues – Landscape Impact</b>	Site Sustainability Indicators	Yes/No	Commentary
	Is the site situated on previously developed land? (1, 3, 7)	Yes	Part of the site is previously developed land.
	Is the site situated on agricultural land? (1, 3, 7)	Yes	Part of the site to the south is agricultural land. It is grade 3 agricultural land.
	Is the site situated within the Special Landscape Area or the Coastal Protection Belt? (11)	No	
	Is there potential to enhance the ecological value of the site? (1, 7, 12)	Yes	
	Is the site capable of creating wildlife corridors to enhance species movement and colonisation? (1, 7, 12)	Yes	
	Site Sustainability Indicators	Rating	Commentary
	Is the site situated on high quality agricultural land? (1, 3, 7)	Grade 3	
	Is the site situated within a landscape character area that is highly sensitive to development? (7)	High	This site is situated within the Crouch and Roach Farmland landscape character area which has a high sensitivity to commercial/warehouse state/port development.
	Is the site within a sensitive historic environment landscape character zone?	Medium	The site is situated within Historic Environment Character Zone 40. The open landscape and archaeological deposits are sensitive to change.

<b>9. Site Sustainability Issues – Visual Impact</b>	Site Sustainability Indicators	Yes/No	Commentary
	Is the site enclosed by natural features such as hedgerows, trees? (1, 7)	No	Although there are several linear hedgerows/tree belts dividing the site, there are minimal natural features such as hedgerows and trees enclosing the site, screening it from view. There is principally hard landscaping, fences and a brick wall to the north of the site facing London Road. The site does not follow a natural field boundary to the south. However, there are trees and hedgerows along the western boundary of the site which provides some enclosure to the area of previously developed land.
	Site Sustainability Indicators	Rating	Commentary
	Are there open views across the site? (1)	Partially	This site includes an area of previously developed land, which is highly visible from the public highway (London Road), however, the trees and hedgerows along London Road to the west of the site do provide some screening of the western boundary of the site along the western approach. Although in general there is minimal screening of the site with natural features such as trees and hedgerows, in places the buildings and structures on the site do not provide open views across it. The extension of the area of previously developed land to the south is not enclosed with hedgerows or trees, however, there is a hedgerow/tree belt running through the site.
<b>10.</b>	Map of Viewpoints:	Please see map	

Photographic Evidence





Viewpoint 1



Viewpoint 2








Viewpoint 3



Viewpoint 4

		
<p><b>11. Other Issues and Summary</b></p>	<p>This is an area of previously developed land in the Green Belt with agricultural land to the south situated to the west of Rayleigh, which is highly visible from the public highway. It is not situated within close proximity to any areas of international nature conservation importance, although it is within 200m of a Tree Preservation Order (TPO) area to the east of the site. There are pylons to the south and north east of the site with overhead electricity cables crossing the south eastern corner of the site. Investment in improved public footpath links and public transport would be required. There are some natural features on site such as ponds, a watercourse and hedgerows/tree belts. This site is reasonably well related to local services and facilities within Rayleigh, however, it may not ensure the creation of a strong and defensible Green Belt boundary.</p>	

4. Option E16 – Employment Use Options within Allocations DPD: Discussion and Consultation Document Proformas		
<b>1. Site Information</b>	Allocations DPD Reference:	Option E16
	Site Name:	South of London Road
	Site Location:	London Road, Rayleigh
	Site Area (hectares):	Approximately 5 hectares
	Restrictions to Developable Area:	
	Physical Description of Site: including natural features - aspect, slope, water; manmade features – drains, sewers, pylons	Previously developed land consisting of two nurseries, a café and a dwelling. Predominantly hard standing. Several linear hedgerows/tree belts dividing the area of previously development land. Greenfield land to the central area and south west of the area of previously developed land. Site also includes greenfield land to the west. Agricultural land. Watercourse running along the northern edge of the site which appears to have been diverted underground at the point where it meets the area of previously developed land, then re-emerging to the east of the café, and again at the western end of the site. Pylons to the south and north east of the site (north of London Road) with overhead electricity cables crossing the south eastern corner of the area of previously developed land.
	Current Use:	Commercial including a field to the west
	Proposed Use:	Employment
	Existing Land Use Allocation/ Designation:	Green Belt
	Adjacent Land Use(s):	Green Belt/agricultural land

	Aerial Photograph:	Please see map	
			
	2. Constraints		
	Flood Risk		
	Zone 1:Low Probability (<0.1% probability of annual flooding)	<input checked="" type="checkbox"/>	
Zone 2: Medium Probability (1% - 0.1% probability of annual flooding)	<input type="checkbox"/>		
Zone 3a: High Probability (>1% probability of annual flooding)	<input type="checkbox"/>		
Zone 3b: The Functional Floodplain (>5% probability of annual flooding)	<input type="checkbox"/>		



	<b>Commentary:</b> Whilst this site is not situated within an area at risk of flooding, there is an area at risk to the north of the site in the area between London Road and Rawreth Lane.		
	Infrastructure Requirements		
	New Highways Access Required:		<input type="checkbox"/>
	Significant Investment in Existing Foul Sewerage Required:		<input type="checkbox"/>
	Significant Investment in Gas/Water/Electricity Power Supplies:		<input type="checkbox"/>
	Significant Investment in walking/public transport required:		<input checked="" type="checkbox"/>
	Flood Risk Mitigation Measures Required:		<input type="checkbox"/>
	<b>Commentary:</b> Investment in the provision of a footpath along the south side of London Road would likely be required. Public transport provision may also be improved.		
3. Green Belt Impact Assessment	PPG2 (paragraph 1.5) – Green Belt Objectives	Rating	Commentary
	To check the unrestricted sprawl of large built-up areas	High	The site includes an area of previously developed land to the south of London Road, and agricultural land to the west of this area. It proposes to extend beyond the existing boundary of the area of previously developed land. Although the site is not directly adjacent to the defined residential area, it generally follows natural or existing boundaries and there is potential to create a strong and defensible Green Belt boundary.
	To prevent neighbouring towns from merging into one another	Medium	The site is located between the existing residential area of Rayleigh to the east and the A1245 to the west. It is broadly situated between Rayleigh to the east, North Benfleet to the south (in Castle Point Borough) and Wickford further to the west. The site is unlikely to encourage the merging of these residential areas, although it would extend the existing developed area.

	To assist in safeguarding the countryside from encroachment	Medium	The site includes an area of previously developed land to the south of London Road and a field to the west. Although the site is not directly adjacent to the defined residential area, it generally follows natural or existing boundaries and there is potential to create a strong and defensible Green Belt boundary.
	To preserve the setting and special character of historic towns	Low	This site is not situated near to Rayleigh town centre, which is designated a Conservation Area and contains numerous Listed Buildings.
	To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	Medium	This site includes an area of previously developed land and a field to the west, located to the south of London Road.
<b>4. Site Sustainability Issues – Access to Services and Facilities</b>	<b>Site Sustainability Indicators</b>	<b>Rating</b>	<b>Commentary</b>
	Is the site well related to the existing residential area? (1, 2, 5, 8, 9, 12)	High	The distance from the edge of the site to the edge of Rayleigh (London Road) to the east is less than 800m walking distance from the site.
	Is the site well related to a town/village centre? (1, 2, 5, 6, 8, 9, 12)	Medium	The nearest town centre is Rayleigh. The site is approximately 2.4km from the town centre.
	Is the site well related to existing educational facilities? (1, 8, 9, 10, 12)	High	The nearest primary school is less than 800m distance from the site.
	Is the site well related to existing healthcare facilities? (1, 4, 8, 9, 12)	Medium	The nearest doctor's surgery is approximately 1.4km distance from the site.
	Is the site well related to a bus route? (1, 2, 8, 9, 12)	High	The site is situated on a bus route which runs along London Road. The nearest bus stop is adjacent to the site.



	Is the site well related to a train station? (1, 2, 8, 9, 12)	Medium	The nearest train station is Rayleigh train station which is approximately 2km distance from the site.
	Is the site well related to local shops and services? (1, 2, 5, 6, 8, 9, 12)	Medium	The nearest local shops and services are situated to the east along London Road. These are approximately 1.1km distance from the site.
<b>5. Site Sustainability Issues – Site Restraints</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	If another site would be needed to accommodate the quantum of employment uses specified for the relevant general location, is the site well related to other sites? (1, 2, 3, 8, 9, 12)	Yes	The area of previously developed land included within this site forms a number of the options for additional employment land to the west of Rayleigh identified in the Allocations DPD: Discussion and Consultation Document. Whilst this site is well related to the area identified to the north of London Road (Option E17), it is not well related to the site to the west of the A1245 (Option E18).
	Are there features on site which have the potential to constrain development? (1, 4, 7, 11)	Yes	There are several ponds on the area of previously developed land and hedgerows/tree belts running through it which may have biodiversity value. However, these are not protected through local or international nature conservation designations. Potential habitat/biodiversity loss would need to be mitigated against.
	Is there potential for development of the site to affect existing recreational use or public rights of way? (1, 2, 8, 9)	No	There is a public right of way to the west of the site along St John's Drive. Investment in the provision of a footpath along the south side of London Road would likely be required.
	Is the site well related to the highway network? (1, 2, 8, 9)	Yes	The site has several access points onto London Road.
<b>6. Site Sustainability Issues – Natural and</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is the site within or in proximity to a Site of Special Scientific Interest (SSSI)? (7)	No	

<b>Historic Environmental Constraints</b>	Is the site within or in proximity to a Ramsar Site? (7)	No	
	Is the site within or in proximity to a Special Protection Area (SPA)? (7)	No	
	Is the site within or in proximity to a Special Area of Conservation (SAC)? (7)	No	
	Is the site within or in proximity to an area of Ancient Woodland? (7, 11)	No	
	Is the site within or in proximity to a Local Nature Reserve (LNR)? (7)	No	
	Is the site within or in proximity to a Local Wildlife Site (LoWS)? (7)	No	
	Is the site within or in proximity to a Tree Preservation Order (TPO)? (7)	Yes	The site is within 200m distance of a TPO area. This area is located to the south east of the site.
	Is the site within or in proximity to a Scheduled Ancient Monument (SAM)? (7)	No	
	Is the site within the Green Belt? (1, 3)	Yes	The site includes an area of previously developed land within the Green Belt, and agricultural land to the south.
	Is the site within or in proximity to a Conservation Area? (11)	No	This site is not situated near to Rayleigh town centre, which is designated a Conservation Area and contains numerous Listed Buildings.

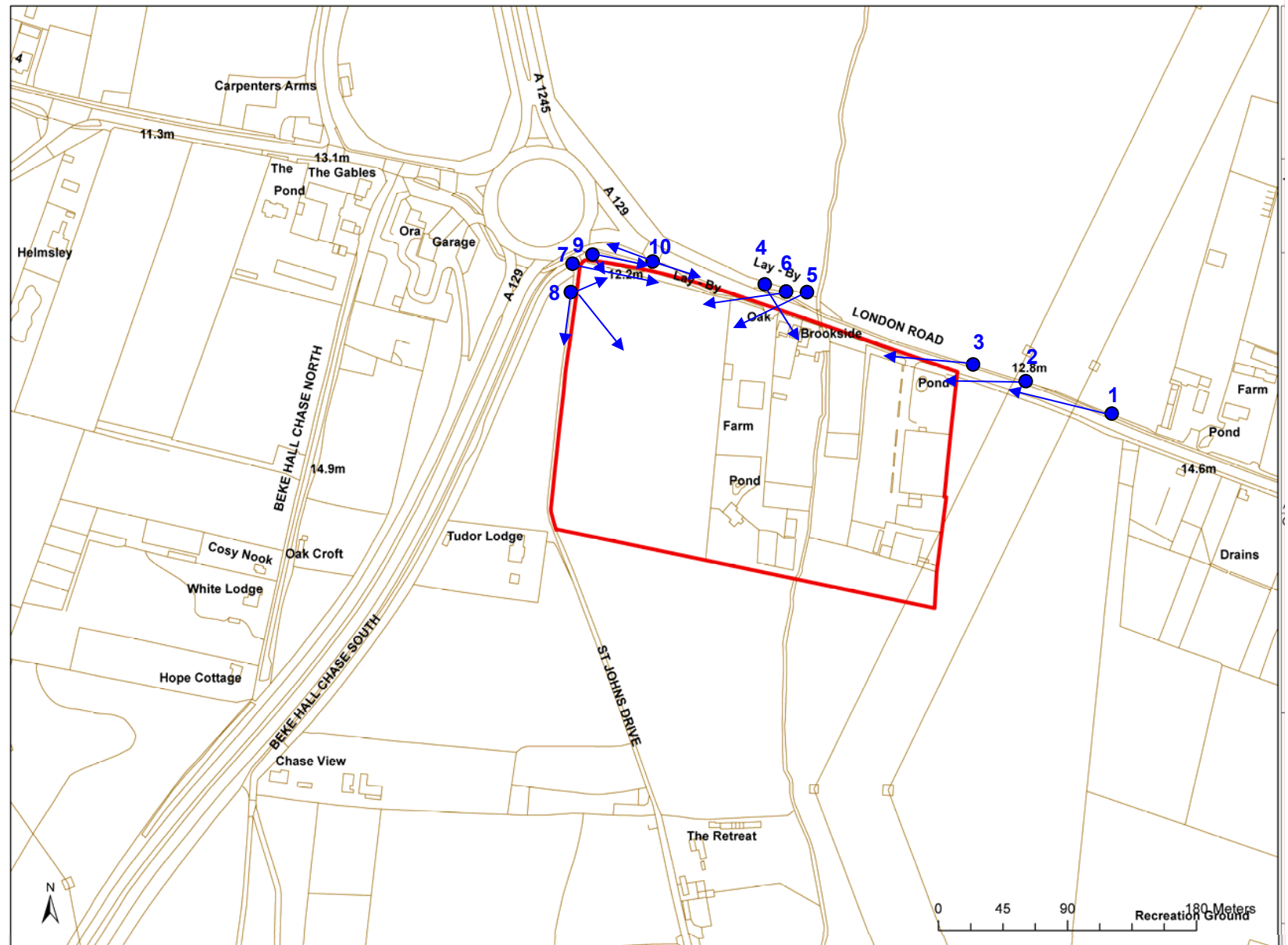
	Is the site in proximity to a Listed Building? (11)	No	
	Is the site within or in proximity to an area of archaeological interest? (7, 11)	Yes	The relative lack of development indicates good survival of historic environment assets within Historic Environment Character Zone 40. The potential for such assets is indicated by the previous A130 excavations.
<b>7. Site Sustainability Issues – Sources/ Areas of Pollution</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is there potential to avoid the public safety zone of London Southend Airport? (1, 4)	Yes	
	Is there potential that noise from London Southend Airport would affect future residents, given the site's location? (1, 4)	No	
	Is the site within or in proximity to an Air Quality Management Area (AQMA)? (1, 15)	No	
	Is there potential that the site would impact on air quality at significant road junctions <sup>2</sup> ? (1, 15)	No	
	Is the site potentially within or in proximity to contaminated land? (1, 4)	Yes	As part of this site is previously developed land, there is potential that it could be contaminated.

<sup>2</sup> A potentially significant road junction is a junction identified by the Council's Environmental Health Team as being such, based on air quality monitoring.

<b>8. Site Sustainability Issues – Landscape Impact</b>	Site Sustainability Indicators	Yes/No	Commentary
	Is the site situated on previously developed land? (1, 3, 7)	Yes	Part of the site to the east is previously developed land.
	Is the site situated on agricultural land? (1, 3, 7)	Yes	Part of the site to the west is agricultural land. It is grade 3 agricultural land.
	Is the site situated within the Special Landscape Area or the Coastal Protection Belt? (11)	No	
	Is there potential to enhance the ecological value of the site? (1, 7, 12)	Yes	
	Is the site capable of creating wildlife corridors to enhance species movement and colonisation? (1, 7, 12)	Yes	
	Site Sustainability Indicators	Rating	Commentary
	Is the site situated on high quality agricultural land? (1, 3, 7)	Grade 3	
	Is the site situated within a landscape character area that is highly sensitive to development? (7)	High	This site is situated within the Crouch and Roach Farmland landscape character area which has a high sensitivity to commercial/warehouse state/port development.
	Is the site within a sensitive historic environment landscape character zone?	Medium	The site is situated within Historic Environment Character Zone 40. The open landscape and archaeological deposits are sensitive to change.

9. Site Sustainability Issues – Visual Impact	Site Sustainability Indicators	Yes/No	Commentary
	Is the site enclosed by natural features such as hedgerows, trees? (1, 7)	No	Although there are several linear hedgerows/tree belts dividing the area of previously developed land within the site, there are minimal natural features such as hedgerows and trees enclosing the site, screening it from view. There is principally hard landscaping, fences and a brick wall to the north of the site facing London Road. The field to the west is enclosed by trees and hedgerows to the north along London Road and partially to the west. The site is bounded by London Road to the north and St John's Drive road to the west.
	Site Sustainability Indicators	Rating	Commentary
	Are there open views across the site? (1)	Partially	This site includes an area of previously developed land, which is highly visible from the public highway (London Road). Although in general there is minimal screening of the site with natural features such as trees and hedgerows, in places the buildings and structures on the site do not provide open views across it. The extension of the area of previously developed land to the west is enclosed with hedgerows and trees which generally screens this portion of the site from view along London Road on the western approach. The site, however, would be highly visible from the public footpath running along the western boundary of the site along St John's Drive.
10.	Map of Viewpoints:	Please see map	

Photographic Evidence









Viewpoint 3



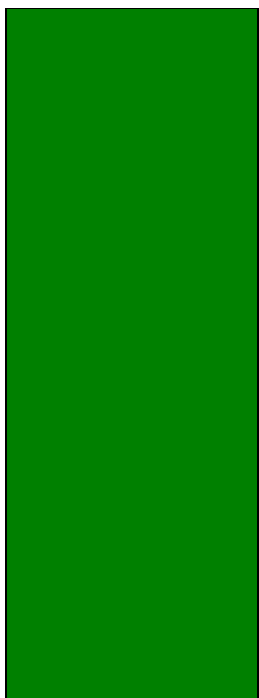
Viewpoint 4



Viewpoint 5



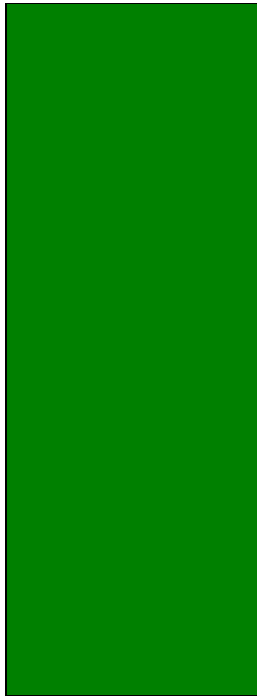
Viewpoint 6



Viewpoint 7



Viewpoint 8 (Looking south east)



Viewpoint 8 (Looking south)



Viewpoint 8 (Looking north east)







Viewpoint 9 (Looking east)




Viewpoint 9 (Looking south east)



		
<p><b>11. Other Issues and Summary</b></p>	<p>This site includes an area of previously developed land in the Green Belt and agricultural land to the west, which is situated to the west of Rayleigh. The site is visible from the public highway with minimal natural features screening it from view, however, the field to the west is enclosed with hedgerows or trees which generally screens this portion of the site from view along the public highway to the west. It would, however, be visible from the public footpath which runs along the western boundary of the site (St John's Drive). This site is not situated within close proximity to any areas of international nature conservation importance. There are pylons to the south and north east of the site with overhead electricity cables crossing the south eastern corner of the area of previously developed land. Investment in improved public footpath links and public transport would be required. There are some natural features on site such as ponds, a watercourse and hedgerows/tree belts. This site is reasonably well related to local services and facilities within Rayleigh.</p>	

4. Option E17 – Employment Use Options within Allocations DPD: Discussion and Consultation Document Proformas		
<b>1. Site Information</b>	Allocations DPD Reference:	Option E17
	Site Name:	North of London Road
	Site Location:	London Road, Rayleigh
	Site Area (hectares):	Approximately 5 hectares
	Restrictions to Developable Area:	Flood zone 2 and 3. Tree Preservation Order (TPO) area.
	Physical Description of Site: including natural features - aspect, slope, water; manmade features – drains, sewers, pylons	Junction of London Road and the A1245. Open agricultural land. Relatively flat. Slight northwards incline in the height of the land beyond the northern boundary of the site. Hedgerows and trees bound the majority of the site. Watercourse running along the eastern boundary of the site northwards until it meets the field boundary where it runs westwards. Pylons further to the east of the site.
	Current Use:	Agricultural
	Proposed Use:	Employment
	Existing Land Use Allocation/ Designation:	Green Belt
	Adjacent Land Use(s):	Green Belt/agricultural land

	Aerial Photograph:		Please see map.
			
	<b>2. Constraints</b>		
	<b>Flood Risk</b>		
	Zone 1: Low Probability (<0.1% probability of annual flooding)	<input checked="" type="checkbox"/>	
	Zone 2: Medium Probability (1% - 0.1% probability of annual flooding)	<input checked="" type="checkbox"/>	
	Zone 3a: High Probability (>1% probability of annual flooding)	<input checked="" type="checkbox"/>	
	Zone 3b: The Functional Floodplain (>5% probability of annual flooding)	<input type="checkbox"/>	
	<b>Commentary:</b> The majority of the site is not within an area at risk of flooding, however, there is an area of flood zone 2 and 3 along the eastern boundary of the site and towards the north of the site.		



	Infrastructure Requirements		
	New Highways Access Required:		<input checked="" type="checkbox"/>
	Significant Investment in Existing Foul Sewerage Required:		<input type="checkbox"/>
	Significant Investment in Gas/Water/Electricity Power Supplies:		<input type="checkbox"/>
	Significant Investment in walking/public transport required:		<input checked="" type="checkbox"/>
	Flood Risk Mitigation Measures Required:		<input checked="" type="checkbox"/>
	<b>Commentary:</b> The site would require new highways access onto either London Road or the A1245. Investment in improved walking and public transport routes may also be required. Depending on the types of businesses locating on the site if it were allocated, suitable flood risk mitigation measures would be required.		
3. Green Belt Impact Assessment	PPG2 (paragraph 1.5) – Green Belt Objectives	Rating	Commentary
	To check the unrestricted sprawl of large built-up areas	High	This site is greenfield land located at the junction of London Road and the A1245. It is in proximity to areas of previously developed land to the north and south of London Road and options identified in the Allocations DPD: Discussion and Consultation Document for the general location ‘North of London Road’, which could have a negative impact on this objective. However, this site does have the potential to create a strong and defensible Green Belt boundary.
	To prevent neighbouring towns from merging into one another	Medium	The site is located between the existing residential area of Rayleigh to the east and the A1245 to the west. It is broadly situated between Rayleigh to the east, North Benfleet to the south (in Castle Point Borough) and Wickford further to the west. The site is unlikely to encourage the merging of these residential areas, although it would expand the existing developed area along London Road.

	To assist in safeguarding the countryside from encroachment	High	This site is agricultural land located at the junction of London Road and the A1245.
	To preserve the setting and special character of historic towns	Low	This site is not situated near to Rayleigh town centre, which is designated a Conservation Area and contains numerous Listed Buildings.
	To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	High	This site is agricultural land located at the junction of London Road and the A1245.
<b>4. Site Sustainability Issues – Access to Services and Facilities</b>	<b>Site Sustainability Indicators</b>	<b>Rating</b>	<b>Commentary</b>
	Is the site well related to the existing residential area? (1, 2, 5, 8, 9, 12)	High	The distance from the edge of the site to the edge of Rayleigh (London Road) to the east is less than 800m walking distance from the site.
	Is the site well related to a town/ village centre? (1, 2, 5, 6, 8, 9, 12)	Low	The nearest town centre is Rayleigh. The site is approximately 2.6km from the town centre.
	Is the site well related to existing educational facilities? (1, 8, 9, 10, 12)	High	The nearest primary school is approximately 800m distance from the site.
	Is the site well related to existing healthcare facilities? (1, 4, 8, 9, 12)	Medium	The nearest doctor's surgery is approximately 1.6km distance from the site.
	Is the site well related to a bus route? (1, 2, 8, 9, 12)	High	The site is situated on a bus route which runs along London Road. There is a bus stop adjacent to the site.
	Is the site well related to a train station? (1, 2, 8, 9, 12)	Medium	The nearest train station is Rayleigh train station which is approximately 2.1km distance from the site.
	Is the site well related to local shops and services? (1, 2, 5, 6, 8, 9, 12)	Medium	The nearest local shops and services are situated to the east along London Road. These are approximately 1.3km distance from the site.

<b>5. Site Sustainability Issues – Site Restraints</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	If another site would be needed to accommodate the quantum of employment uses specified for the relevant general location, is the site well related to other sites? (1, 2, 3, 8, 9, 12)	Yes	This site is well related to the area of previously developed land to the south of London Road which forms a number of the options for additional employment land to the west of Rayleigh identified in the Allocations DPD: Discussion and Consultation Document. However, it is not well related to the site to the west of the A1245 (Option E18).
	Are there features on site which have the potential to constrain development? (1, 4, 7, 11)	No	
	Is there potential for development of the site to affect existing recreational use or public rights of way? (1, 2, 8, 9)	No	
	Is the site well related to the highway network? (1, 2, 8, 9)	Yes	The site is located on the junction of London Road and the A1245; however, it would require new highways access.
<b>6. Site Sustainability Issues – Natural and Historic Environmental Constraints</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is the site within or in proximity to a Site of Special Scientific Interest (SSSI)? (7)	No	
	Is the site within or in proximity to a Ramsar Site? (7)	No	
	Is the site within or in proximity to a Special Protection Area (SPA)? (7)	No	
	Is the site within or in proximity to a Special Area of Conservation (SAC)? (7)	No	



	Is the site within or in proximity to an area of Ancient Woodland? (7, 11)	No	
	Is the site within or in proximity to a Local Nature Reserve (LNR)? (7)	No	
	Is the site within or in proximity to a Local Wildlife Site (LoWS)? (7)	No	
	Is the site within or in proximity to a Tree Preservation Order (TPO)? (7)	Yes	There is a TPO area along the eastern boundary of the site.
	Is the site within or in proximity to a Scheduled Ancient Monument (SAM)? (7)	No	
	Is the site within the Green Belt? (1, 3)	Yes	
	Is the site within or in proximity to a Conservation Area? (11)	No	This site is not situated near to Rayleigh town centre, which is designated a Conservation Area and contains numerous Listed Buildings.
	Is the site in proximity to a Listed Building? (11)	No	
	Is the site within or in proximity to an area of archaeological interest? (7, 11)	Yes	The relative lack of development indicates good survival of historic environment assets within Historic Environment Character Zone 40. The potential for such assets is indicated by the previous A130 excavations.

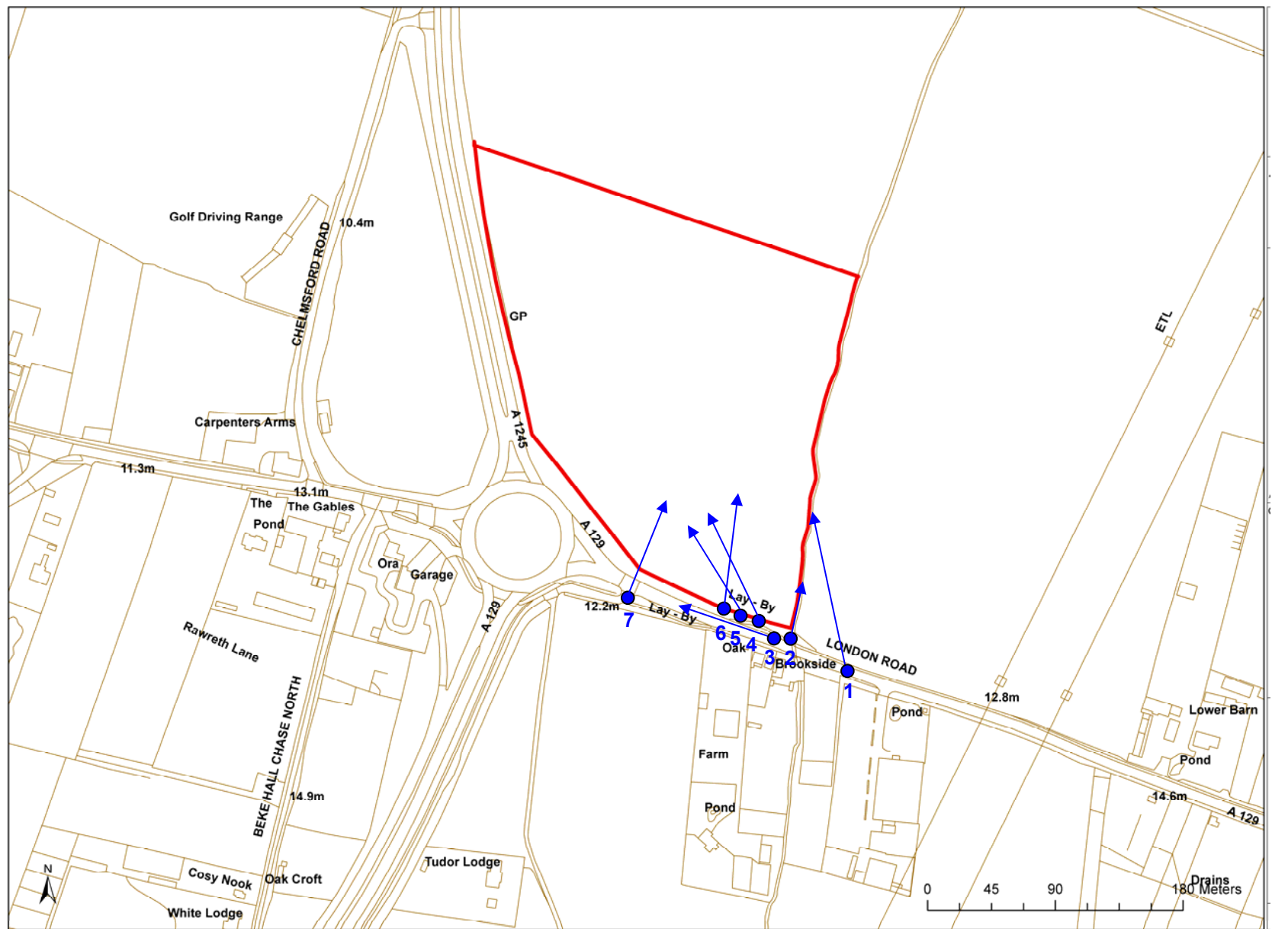
7. Site Sustainability Issues – Sources/Areas of Pollution	Site Sustainability Indicators	Yes/No	Commentary
	Is there potential to avoid the public safety zone of London Southend Airport? (1, 4)	Yes	
	Is there potential that noise from London Southend Airport would affect future residents, given the site's location? (1, 4)	No	
	Is the site within or in proximity to an Air Quality Management Area (AQMA)? (1, 15)	No	
	Is there potential that the site would impact on air quality at significant road junctions <sup>1</sup> ? (1, 15)	No	
	Is the site potentially within or in proximity to contaminated land? (1, 4)	No	
8. Site Sustainability Issues – Landscape Impact	Site Sustainability Indicators	Yes/No	Commentary
	Is the site situated on previously developed land? (1, 3, 7)	No	
	Is the site situated on agricultural land? (1, 3, 7)	Yes	This site is grade 3 agricultural land.

<sup>1</sup> A potentially significant road junction is a junction identified by the Council's Environmental Health Team as being such, based on air quality monitoring.

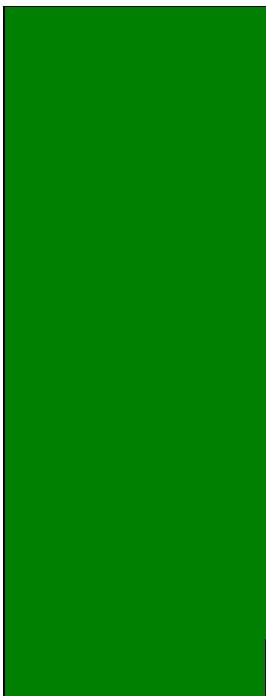
	Is the site situated within the Special Landscape Area or the Coastal Protection Belt? (11)	No	
	Is there potential to enhance the ecological value of the site? (1, 7, 12)	Yes	
	Is the site capable of creating wildlife corridors to enhance species movement and colonisation? (1, 7, 12)	Yes	
	<b>Site Sustainability Indicators</b>	<b>Rating</b>	<b>Commentary</b>
	Is the site situated on high quality agricultural land? (1, 3, 7)	Grade 3	
	Is the site situated within a landscape character area that is highly sensitive to development? (7)	High	This site is situated within the Crouch and Roach Farmland landscape character area which has a high sensitivity to commercial/warehouse estate/port development.
	Is the site within a sensitive historic environment landscape character zone?	Medium	The site is situated within Historic Environment Character Zone 40. The open landscape and archaeological deposits are sensitive to change.

9. Site Sustainability Issues – Visual Impact	Site Sustainability Indicators	Yes/No	Commentary
	Is the site enclosed by natural features such as hedgerows, trees? (1, 7)	Yes	The site is generally enclosed to the west and south west by low hedgerows and simple, low wooden fencing running alongside the A1245. There are some hedgerows and trees along the southern boundary; however, there is a substantial gap near the bus stop along London Road. The eastern boundary is predominantly enclosed by trees (including a TPO area) and hedgerows, whereas the northern boundary of the site is not enclosed as it does not follow as natural field boundary.
	Site Sustainability Indicators	Rating	Commentary
	Are there open views across the site? (1)	Fully/ Partially	Although the site is generally well enclosed with hedgerows and trees, there are significant views of the site from the public highway. The low hedgerows and fencing enable views from both the A1245 and London Road from the west and south respectively. The site is also visible from the northern approach. However, the site is generally not visible on the approach from the east along London Road due to the vegetation cover and density.
10.	Map of Viewpoints:	Please see map	

Photographic  
Evidence



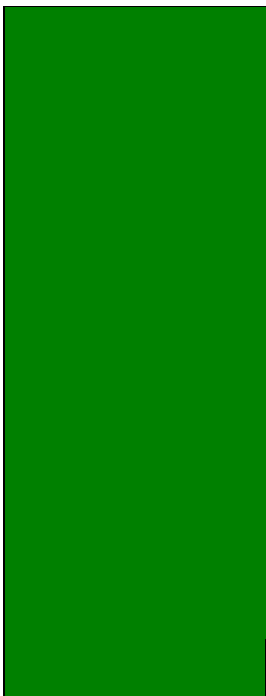




Viewpoint 1



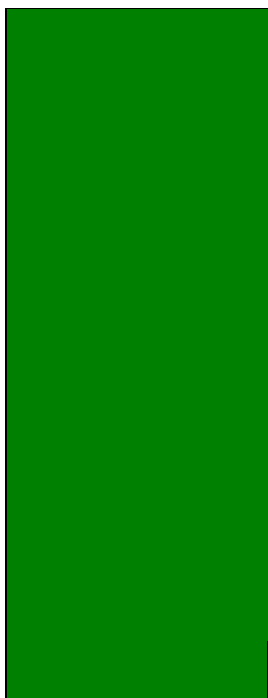
Viewpoint 2



Viewpoint 3




Viewpoint 4



Viewpoint 5



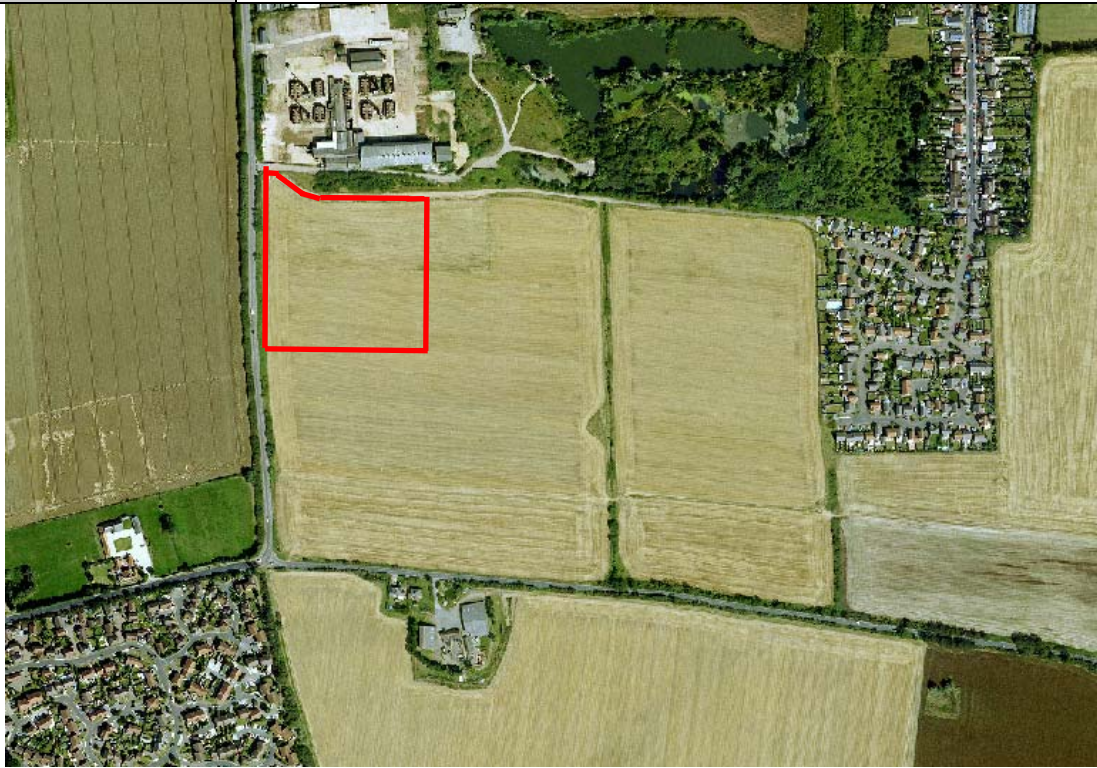
Viewpoint 6

	 <p data-bbox="1167 842 1332 874">Viewpoint 7</p>
<p data-bbox="188 1018 353 1121"><b>11. Other Issues and Summary</b></p>	<p data-bbox="412 906 2085 1232">This is a greenfield site at the junction of London Road and the A1245 to the west of Rayleigh. Potential constraints to development include the area at risk of flooding (flood zone 2 and 3) along the eastern boundary of the site and towards the north of the site, and the Tree Preservation Order (TPO) area. There is also a watercourse running along the eastern boundary of the site northwards until it meets the field boundary where it runs westwards. Investment in improved public footpath links and public transport would be required. New highways access would also be required. This site does have the potential to create a strong and defensible Green Belt boundary and it is reasonably well related to local services and facilities within Rayleigh. The site is generally well enclosed with hedgerows and trees, there are significant views of the site from the public highway, particularly from the north, west and south; however it is generally not visible on the eastern approach along London Road.</p>



**4. Option E19 – Employment Use Options within Allocations DPD: Discussion and Consultation Document Proformas**

<b>1. Site Information</b>	Allocations DPD Reference:	Option E19
	Site Name:	East of Star Lane
	Site Location:	Great Wakering
	Site Area (hectares):	Approximately 2.5 hectares
	Restrictions to Developable Area:	
	Physical Description of Site: including natural features - aspect, slope, water; manmade features – drains, sewers, pylons	Open agricultural land. Public right of way along northern boundary of the site. Partial watercourse along the western and northern boundaries. Relatively flat, although slight incline from field to road in places along the western boundary. Trees and hedgerows partially bounding the site to the north and west. Local Wildlife Site to the north/north east of the site.
	Current Use:	Agricultural
	Proposed Use:	Employment
	Existing Land Use Allocation/ Designation:	Green Belt
	Adjacent Land Use(s):	Green Belt/agricultural land, former brickworks site, access road to Local Wildlife Site, Local Wildlife Site

	Aerial Photograph:	Please see map	
			
2. Constraints	Flood Risk		
	Zone 1:Low Probability (<0.1% probability of annual flooding)	<input checked="" type="checkbox"/>	
	Zone 2: Medium Probability (1% - 0.1% probability of annual flooding)	<input type="checkbox"/>	
	Zone 3a: High Probability (>1% probability of annual flooding)	<input type="checkbox"/>	
	Zone 3b: The Functional Floodplain (>5% probability of annual flooding)	<input type="checkbox"/>	
	Commentary:		



	Infrastructure Requirements		
	New Highways Access Required:	<input checked="" type="checkbox"/>	
	Significant Investment in Existing Foul Sewerage Required:	<input type="checkbox"/>	
	Significant Investment in Gas/Water/Electricity Power Supplies:	<input type="checkbox"/>	
	Significant Investment in walking/public transport required:	<input checked="" type="checkbox"/>	
	Flood Risk Mitigation Measures Required:	<input type="checkbox"/>	
	<b>Commentary:</b> The site may require new highways access onto Star Lane, although there is existing access to the north of the site which leads to the Local Wildlife Site. Investment in improved walking routes (as there is no footpath on the eastern side of Star Lane beyond Star Lane Industrial Estate to the north) and enhanced public transport routes may also be required. Some investment in the existing foul sewerage network would be required.		
3. Green Belt Impact Assessment	PPG2 (paragraph 1.5) – Green Belt Objectives	Rating	Commentary
	To check the unrestricted sprawl of large built-up areas	High	This site is located to the south of Star Lane Industrial Estate and Star Lane Brickworks. It is less likely to promote coalescence between the settlements of Great Wakering and Shoebury than Options E20 and E21 for example. The site, however, does not follow a natural field boundary would may make the creation of a defensible Green belt boundary difficult.
	To prevent neighbouring towns from merging into one another	Medium	This site is located to the south of Star Lane Industrial Estate and Star Lane Brickworks. It is less likely to promote coalescence between the settlements of Great Wakering and Shoebury.
	To assist in safeguarding the countryside from encroachment	High	This site is agricultural land located to the south of Star Lane Industrial Estate and Star Lane Brickworks.

	To preserve the setting and special character of historic towns	Low	This site is not situated in close proximity to Great Wakering Conservation Area which is located towards the eastern end of the High Street. This area contains some Listed Buildings.
	To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	High	This site is agricultural land located to the south of Star Lane Industrial Estate and Star Lane Brickworks.
<b>4. Site Sustainability Issues – Access to Services and Facilities</b>	<b>Site Sustainability Indicators</b>	<b>Rating</b>	<b>Commentary</b>
	Is the site well related to the existing residential area? (1, 2, 5, 8, 9, 12)	High	The distance from the edge of the site to the edge of Great Wakering (northern end of Star Lane) is less than 800m walking distance.
	Is the site well related to a town/ village centre? (1, 2, 5, 6, 8, 9, 12)	High	The nearest village centre is Great Wakering. The edge of the site is less than 800m distance from the western edge of the High Street.
	Is the site well related to existing educational facilities? (1, 8, 9, 10, 12)	Medium	The nearest primary school is approximately 1.5km distance from the site.
	Is the site well related to existing healthcare facilities? (1, 4, 8, 9, 12)	High	The nearest doctor's surgery is approximately 800m distance from the site along the High Street.
	Is the site well related to a bus route? (1, 2, 8, 9, 12)	High	The site is situated on a bus route which runs along Star Lane. The nearest bus stop is less than 800m to the north of the site.
	Is the site well related to a train station? (1, 2, 8, 9, 12)	Low	The nearest train stations to the site are situated within the Borough of Southend. These are more than 2.4km distance from the site.
	Is the site well related to local shops and services? (1, 2, 5, 6, 8, 9, 12)	Medium	The nearest local shops and services are situated in the High Street. These are approximately 1.9km distance from the site.

5. Site Sustainability Issues – Site Restraints	Site Sustainability Indicators	Yes/No	Commentary
	If another site would be needed to accommodate the quantum of employment uses specified for the relevant general location, is the site well related to other sites? (1, 2, 3, 8, 9, 12)	Yes	This site is well related to other sites identified as potential employment land options in the Allocations DPD: Discussion and Consultation Document. The draft Sustainability Appraisal, however, recommends that the general location to the 'South of Great Wakering' is not an appropriate setting for a significant amount of employment land given its non-strategic location.
	Are there features on site which have the potential to constrain development? (1, 4, 7, 11)	No	
	Is there potential for development of the site to affect existing recreational use or public rights of way? (1, 2, 8, 9)	Yes	There is a public right of way which runs from Star Lane along the northern boundary of the site.
	Is the site well related to the highway network? (1, 2, 8, 9)	Yes	This site is located adjacent to Star Lane and, although there is existing access onto Star Lane leading to the Local Wildlife Site, it may require new highways access.
6. Site Sustainability Issues – Natural and Historic Environmental Constraints	Site Sustainability Indicators	Yes/No	Commentary
	Is the site within or in proximity to a Site of Special Scientific Interest (SSSI)? (7)	No	
	Is the site within or in proximity to a Ramsar Site? (7)	No	
	Is the site within or in proximity to a Special Protection Area (SPA)? (7)	No	

	Is the site within or in proximity to a Special Area of Conservation (SAC)? (7)	No	
	Is the site within or in proximity to an area of Ancient Woodland? (7, 11)	No	
	Is the site within or in proximity to a Local Nature Reserve (LNR)? (7)	No	
	Is the site within or in proximity to a Local Wildlife Site (LoWS)? (7)	Yes	The site is adjacent to a Local Wildlife Site (R35. Star Lane Pits) which is situated to the north/north east of the site.
	Is the site within or in proximity to a Tree Preservation Order (TPO)? (7)	No	
	Is the site within or in proximity to a Scheduled Ancient Monument (SAM)? (7)	No	
	Is the site within the Green Belt? (1, 3)	Yes	
	Is the site within or in proximity to a Conservation Area? (11)	No	Great Wakering Conservation Area is situated to the north east of the site further along the High Street. This area contains some Listed Buildings.
	Is the site in proximity to a Listed Building? (11)	No	There are no Listed Buildings in close proximity to this site.
	Is the site within or in proximity to an area of archaeological interest? (7, 11)	Yes	There is likely to be good below ground survival of historic environment assets outside quarried areas within Historic Environment Character Zone 7. There is high potential for below ground deposits.

7. Site Sustainability Issues – Sources/ Areas of Pollution	Site Sustainability Indicators	Yes/No	Commentary
	Is there potential to avoid the public safety zone of London Southend Airport? (1, 4)	Yes	
	Is there potential that noise from London Southend Airport would affect future residents, given the site's location? (1, 4)	No	
	Is the site within or in proximity to an Air Quality Management Area (AQMA)? (1, 15)	No	
	Is there potential that the site would impact on air quality at significant road junctions <sup>2</sup> ? (1, 15)	No	
	Is the site potentially within or in proximity to contaminated land? (1, 4)	Yes	Star Lane Brickworks to the north of the site has the potential to be contaminated.
8. Site Sustainability Issues – Landscape Impact	Site Sustainability Indicators	Yes/No	Commentary
	Is the site situated on previously developed land? (1, 3, 7)	No	
	Is the site situated on agricultural land? (1, 3, 7)	Yes	The site is grade 1 agricultural land.
	Is the site situated within the Special Landscape Area or the Coastal Protection Belt? (11)	No	

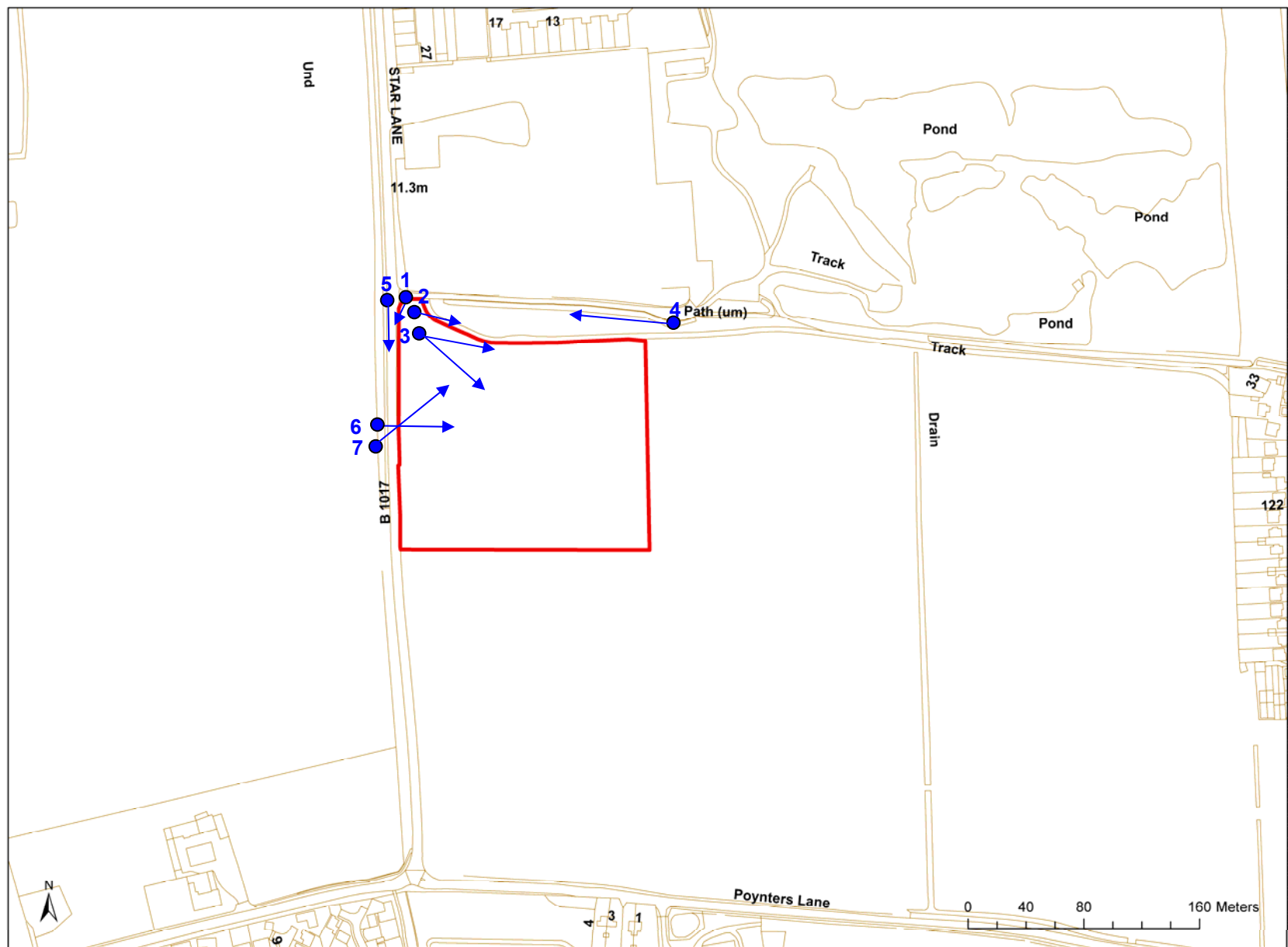
<sup>2</sup> A potentially significant road junction is a junction identified by the Council's Environmental Health Team as being such, based on air quality monitoring.



	Is there potential to enhance the ecological value of the site? (1, 7, 12)	Yes	
	Is the site capable of creating wildlife corridors to enhance species movement and colonisation? (1, 7, 12)	Yes	
	<b>Site Sustainability Indicators</b>	<b>Rating</b>	<b>Commentary</b>
	Is the site situated on high quality agricultural land? (1, 3, 7)	Grade 1	
	Is the site situated within a landscape character area that is highly sensitive to development? (7)	Medium	This site is situated within the South Essex Coastal Towns landscape character area which has a medium sensitivity to commercial/warehouse estate/port development.
	Is the site within a sensitive historic environment landscape character zone?	Low	This site is situated within Historic Environment Character Zone 7. Areas not quarried have a high sensitivity to change for below grounds deposits, however the extensive quarrying has significantly altered the historic landscape.
<b>9. Site Sustainability Issues – Visual Impact</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is the site enclosed by natural features such as hedgerows, trees? (1, 7)	Yes/No	The site is partially bounded to the north and west by trees and hedgerows which segregate the site from the brickworks, access road to the Local Wildlife Site and part of the Local Wildlife Site itself to the north and Star Lane to the west. A public footpath runs along the northern boundary of the site between the field and the trees and hedgerows. There are sporadic trees and hedgerows along the western boundary of the site. However, the site is not enclosed along the eastern and southern boundaries as it does not follow any natural field boundaries.

	Site Sustainability Indicators	Rating	Commentary
	Are there open views across the site? (1)	Fully/Partially	The enclosure of the site to the north would provide some screening of the site, however, the site is highly visible from the public footpath which runs along the northern boundary. The trees and hedgerows along the western boundary would also provide some screening of the site from the public highway. However, the site would be visible from Star Lane given the sporadic presence of trees and hedgerows along the public highway. It would also be visible from the south, although the trees to the south of Alexandra Road and further to the south along Poynters Lane would provide screening of the site from the eastern approach along the public highway. It would, however, be visible from the south western approach along Poynters Lane. There are significant open views across the site, particularly from the west along Star Lane, the south/south west along Poynters Lane and from the north along the public footpath.
10.	Map of Viewpoints:	Please see map	

Photographic  
Evidence





Viewpoint 1



Viewpoint 2



Viewpoint 3 (Looking east)



Viewpoint 3 (Looking south east)







Viewpoint 4



Viewpoint 5



		
<p><b>11. Other Issues and Summary</b></p>	<p>This site is situated on agricultural land to the south of Star Lane Brickworks, and is less likely to promote coalescence between the settlements of Great Waking and Shoebury to the south than some of the other sites identified to the south of Great Waking. There is a Local Wildlife Site to the north/north east of the site. The site may require new highways access onto Star Lane, although there is existing access to the north of the site which leads to the Local Wildlife Site. Investment in improved walking routes would be required (as there is no footpath on the eastern side of Star Lane beyond Star Lane Industrial Estate to the north), although there is a public right of way which runs from Star Lane along the northern boundary of the site. The site is reasonably well related to the services and facilities located within Great Waking. The site is partially bounded to the north and west by trees and hedgerows but it is not enclosed along the southern and eastern boundaries. There are significant open views across the site, particularly from the west along Star Lane, the south/south west along Poynters Lane and from the north along the public footpath. It may also be difficult to create a defensible Green Belt boundary if this site were allocated.</p>	

**4. Option E20 – Employment Use Options within Allocations DPD: Discussion and Consultation Document Proformas**

<b>1. Site Information</b>	Allocations DPD Reference:	Option E20
	Site Name:	North of Poynters Lane and East of Star Lane
	Site Location:	Great Wakering
	Site Area (hectares):	Approximately 14 hectares
	Restrictions to Developable Area:	
	Physical Description of Site: including natural features - aspect, slope, water; manmade features – drains, sewers, pylons	Open agricultural land. Public right of way along the northern boundary of the site. Partial watercourse along the northern, western and southern boundaries. Watercourse along the eastern boundary of the site. Relatively flat, although gentle increase in the height of the land towards the southern end of the site. Slight incline from the field to road (Star Lane) in places along the western boundary. Trees and hedgerows partially bounding the site to the north, south, east and west. Local Wildlife Site to the north/north east of the site.
	Current Use:	Agricultural
	Proposed Use:	Employment
	Existing Land Use Allocation/ Designation:	Green Belt
	Adjacent Land Use(s):	Green Belt/agricultural land, former brickworks site, access road to Local Wildlife Site, Local Wildlife Site

	Aerial Photograph:	Please see map
		 An aerial photograph showing a rural landscape. A large, rectangular field in the center is outlined with a red border. To the left of this field is a residential area with many small houses. Above the red-outlined field is a cluster of larger buildings, possibly a farm or industrial site, surrounded by trees. To the right of the field is another residential area. The landscape is a mix of green fields, brown fields, and built-up areas.

2. Constraints	Flood Risk	
	Zone 1:Low Probability (<0.1% probability of annual flooding)	<input checked="" type="checkbox"/>
	Zone 2: Medium Probability (1% - 0.1% probability of annual flooding)	<input type="checkbox"/>
	Zone 3a: High Probability (>1% probability of annual flooding)	<input type="checkbox"/>
	Zone 3b: The Functional Floodplain (>5% probability of annual flooding)	<input type="checkbox"/>
	<b>Commentary:</b>	
	Infrastructure Requirements	
	New Highways Access Required:	<input checked="" type="checkbox"/>
	Significant Investment in Existing Foul Sewerage Required:	<input type="checkbox"/>
	Significant Investment in Gas/Water/Electricity Power Supplies:	<input type="checkbox"/>
	Significant Investment in walking/public transport required:	<input checked="" type="checkbox"/>
	Flood Risk Mitigation Measures Required:	<input type="checkbox"/>
	<b>Commentary:</b> The site may require new highways access onto Star Lane and/or Poynters Lane, although there is existing access to the north of the site from Star Lane which leads to the Local Wildlife Site. Investment in improved walking routes (as there is no footpath on the eastern side of Star Lane beyond Star Lane Industrial Estate to the north) and enhanced public transport routes may also be required. Some investment in the existing foul sewerage network would be required.	

<b>3. Green Belt Impact Assessment</b>	<b>PPG2 (paragraph 1.5) – Green Belt Objectives</b>	<b>Rating</b>	<b>Commentary</b>
	To check the unrestricted sprawl of large built-up areas	High	This site is located to the south of Star Lane Industrial Estate and Star Lane Brickworks. It is more likely to promote coalescence between the settlements of Great Wakering and Shoebury than Options E19 and E22 for example. The site, however, would create a defensible Green Belt boundary.
	To prevent neighbouring towns from merging into one another	High	This site is located to the south of Star Lane Industrial Estate and Star Lane Brickworks. It is more likely to promote coalescence between the settlements of Great Wakering and Shoebury.
	To assist in safeguarding the countryside from encroachment	High	This site is agricultural land located to the south of Star Lane Industrial Estate and Star Lane Brickworks.
	To preserve the setting and special character of historic towns	Low	This site is not situated in close proximity to Great Wakering Conservation Area which is located towards the eastern end of the High Street. This area contains some Listed Buildings.
	To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	High	This site is agricultural land located to the south of Star Lane Industrial Estate and Star Lane Brickworks.
<b>4. Site Sustainability Issues – Access to Services and Facilities</b>	<b>Site Sustainability Indicators</b>	<b>Rating</b>	<b>Commentary</b>
	Is the site well related to the existing residential area? (1, 2, 5, 8, 9, 12)	High	The distance from the edge of the site to the edge of Great Wakering (northern end of Star Lane) is less than 800m walking distance.
	Is the site well related to a town/village centre? (1, 2, 5, 6, 8, 9, 12)	High	The nearest village centre is Great Wakering. The edge of the site is less than 800m distance from the western edge of the High Street.



	Is the site well related to existing educational facilities? (1, 8, 9, 10, 12)	Medium	The nearest primary school is approximately 1.5km distance from the site.
	Is the site well related to existing healthcare facilities? (1, 4, 8, 9, 12)	High	The nearest doctor's surgery is approximately 800m distance from the site along the High Street.
	Is the site well related to a bus route? (1, 2, 8, 9, 12)	High	The site is situated on a bus route which runs along Star Lane. The nearest bus stop is less than 800m to the north of the site.
	Is the site well related to a train station? (1, 2, 8, 9, 12)	Low	The nearest train stations to the site are situated within the Borough of Southend. These are more than 2.4km distance from the site.
	Is the site well related to local shops and services? (1, 2, 5, 6, 8, 9, 12)	Medium	The nearest local shops and services are situated in the High Street. These are approximately 1.9km distance from the site.
<b>5. Site Sustainability Issues – Site Restraints</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	If another site would be needed to accommodate the quantum of employment uses specified for the relevant general location, is the site well related to other sites? (1, 2, 3, 8, 9, 12)	Yes	This site is well related to other sites identified as potential employment land options in the Allocations DPD: Discussion and Consultation Document. The draft Sustainability Appraisal, however, recommends that the general location to the 'South of Great Wakering' is not an appropriate setting for a significant amount of employment land given its non-strategic location.
	Are there features on site which have the potential to constrain development? (1, 4, 7, 11)	No	
	Is there potential for development of the site to affect existing recreational use or public rights of way? (1, 2, 8, 9)	Yes	There is a public right of way which runs from Star Lane along the northern boundary of the site.



	Is the site well related to the highway network? (1, 2, 8, 9)	Yes	This site is located adjacent to Star Lane and Poynters Lane and, although there is existing access onto Star Lane leading to the Local Wildlife Site, it may require new highways access.
<b>6. Site Sustainability Issues – Natural and Historic Environmental Constraints</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is the site within or in proximity to a Site of Special Scientific Interest (SSSI)? (7)	No	
	Is the site within or in proximity to a Ramsar Site? (7)	No	
	Is the site within or in proximity to a Special Protection Area (SPA)? (7)	No	
	Is the site within or in proximity to a Special Area of Conservation (SAC)? (7)	No	
	Is the site within or in proximity to an area of Ancient Woodland? (7, 11)	No	
	Is the site within or in proximity to a Local Nature Reserve (LNR)? (7)	No	
	Is the site within or in proximity to a Local Wildlife Site (LoWS)? (7)	Yes	The site is adjacent to a Local Wildlife Site (R35. Star Lane Pits) which is situated to the north/north east of the site.
	Is the site within or in proximity to a Tree Preservation Order (TPO)? (7)	No	

	Is the site within or in proximity to a Scheduled Ancient Monument (SAM)? (7)	No	
	Is the site within the Green Belt? (1, 3)	Yes	
	Is the site within or in proximity to a Conservation Area? (11)	No	Great Wakering Conservation Area is situated to the north east of the site further along the High Street. This area contains some Listed Buildings.
	Is the site in proximity to a Listed Building? (11)	No	There are no Listed Buildings in close proximity to this site.
	Is the site within or in proximity to an area of archaeological interest? (7, 11)	Yes	There is likely to be good below ground survival of historic environment assets outside quarried areas within Historic Environment Character Zone 7. There is high potential for below ground deposits.
<b>7. Site Sustainability Issues – Sources/ Areas of Pollution</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is there potential to avoid the public safety zone of London Southend Airport? (1, 4)	Yes	
	Is there potential that noise from London Southend Airport would affect future residents, given the site's location? (1, 4)	No	
	Is the site within or in proximity to an Air Quality Management Area (AQMA)? (1, 15)	No	

	Is there potential that the site would impact on air quality at significant road junctions <sup>1</sup> ? (1, 15)	No	
	Is the site potentially within or in proximity to contaminated land? (1, 4)	Yes	Star Lane Brickworks to the north of the site has the potential to be contaminated.
<b>8. Site Sustainability Issues – Landscape Impact</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is the site situated on previously developed land? (1, 3, 7)	No	
	Is the site situated on agricultural land? (1, 3, 7)	Yes	The site is grade 1 agricultural land.
	Is the site situated within the Special Landscape Area or the Coastal Protection Belt? (11)	No	
	Is there potential to enhance the ecological value of the site? (1, 7, 12)	Yes	
	Is the site capable of creating wildlife corridors to enhance species movement and colonisation? (1, 7, 12)	Yes	

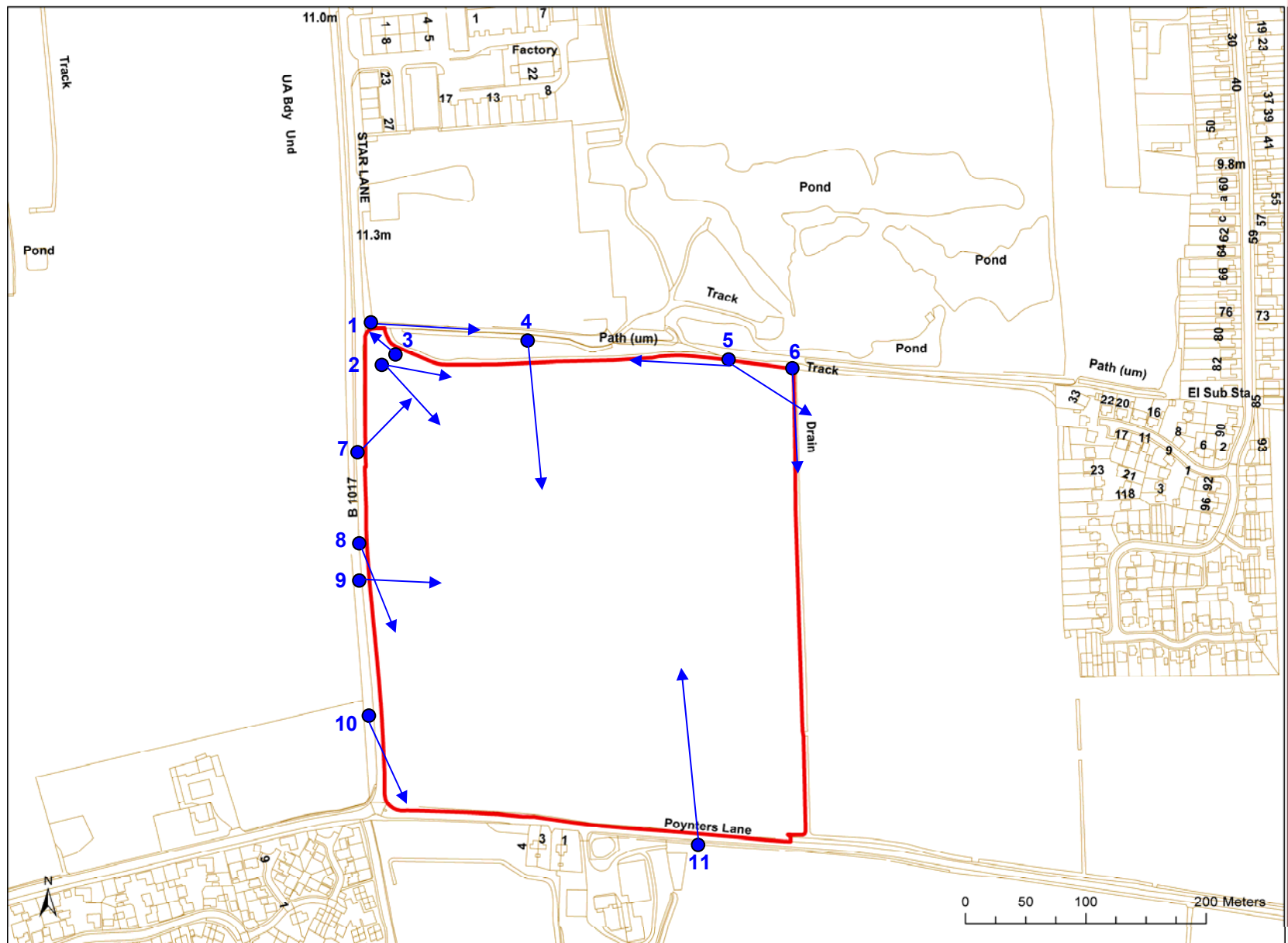
<sup>1</sup> A potentially significant road junction is a junction identified by the Council's Environmental Health Team as being such, based on air quality monitoring.

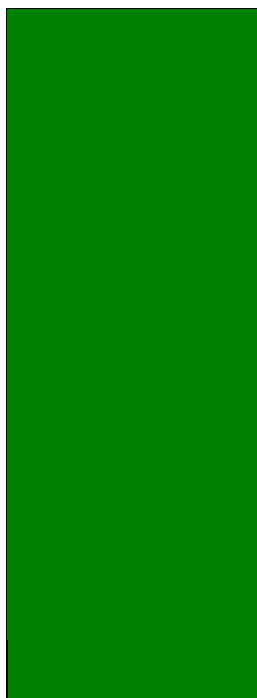
	Site Sustainability Indicators	Rating	Commentary
	Is the site situated on high quality agricultural land? (1, 3, 7)	Grade 1	
	Is the site situated within a landscape character area that is highly sensitive to development? (7)	Medium	This site is situated within the South Essex Coastal Towns landscape character area which has a medium sensitivity to commercial/warehouse estate/port development.
	Is the site within a sensitive historic environment landscape character zone?	Low	This site is situated within Historic Environment Character Zone 7. Areas not quarried have a high sensitivity to change for below grounds deposits, however the extensive quarrying has significantly altered the historic landscape.
9. Site Sustainability Issues – Visual Impact	Site Sustainability Indicators	Yes No	Commentary
	Is the site enclosed by natural features such as hedgerows, trees? (1, 7)	Yes/No	The site is partially bounded to the north and west by trees and hedgerows which segregate the site from the brickworks, access road to the Local Wildlife Site and part of the Local Wildlife Site itself to the north and Star Lane to the west. A public footpath runs along the northern boundary of site between the field and the trees and hedgerows. There are sporadic trees and hedgerows along the western boundary of the site. The site is partially bounded to the south by trees and hedgerows. There is a watercourse along the eastern boundary of the site which provides partial enclosure of the site to the east.

	Site Sustainability Indicators	Rating	Commentary
	Are there open views across the site? (1)	Fully/Partially	The enclosure of the site to the north would provide some screening of the site, however, the site is highly visible from the public footpath which runs along the northern boundary. The trees and hedgerows along the western boundary would also provide some screening of the site from the public highway. The site would be visible from Star Lane given the sporadic presence of trees and hedgerows along the public highway. It would also be visible from the south, although the trees to the south of Alexandra Road and further to the east along Poynters Lane would provide screening of the site from the eastern approach along the public highway. It would, however, be visible from the south western approach along Poynters Lane. There are significant open views across the site, particularly from the west along Star Lane, the south/south west along Poynters Lane and from the north along the public footpath.
10.	Map of Viewpoints:	Please see map	



Photographic Evidence





Viewpoint 1



Viewpoint 2 (Looking east)



Viewpoint 2 (Looking south east)



Viewpoint 3

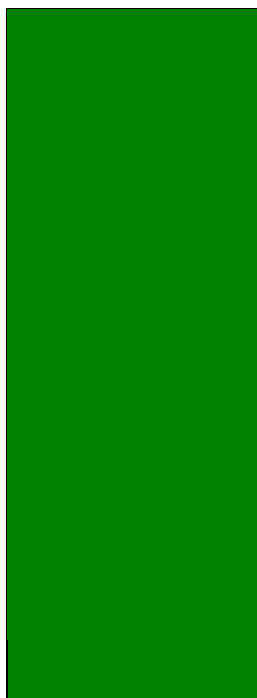


Viewpoint 4



Viewpoint 5 (Looking south east)



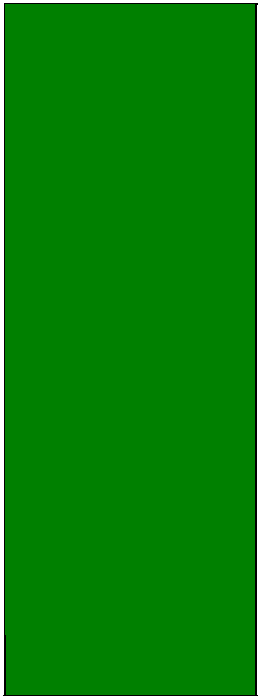


Viewpoint 5 (Looking west)



Viewpoint 6

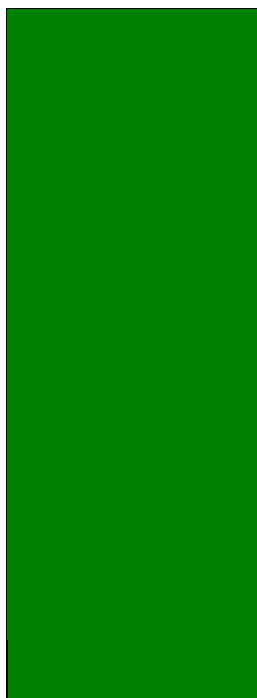




Viewpoint 7




Viewpoint 8



Viewpoint 9



Viewpoint 10

	 <p data-bbox="1151 842 1335 874">Viewpoint 11</p>
<p data-bbox="174 1082 338 1193"><b>11. Other Issues and Summary</b></p>	<p data-bbox="394 898 2085 1374">This site is situated on agricultural land to the south of Star Lane Brickworks. It follows established boundaries and would create a defensible Green Belt boundary; however, it is more likely to promote coalescence between the settlements of Great Wakering and Shoebury to the south than some of the other sites identified in this general location. There is some enclosure of the site with trees and hedgerows, particularly along the northern boundary which would provide some screening of the site, however, there are significant open views across the site, particularly from the west along Star Lane, the south/south west along Poynters Lane and from the north along the public footpath (which runs along the northern boundary from Star Lane towards Alexandra Road). The site is relatively flat, although there is a gentle increase in the height of the land towards the southern end of the site. Although there is existing access to the north of the site from Star Lane which leads to the Local Wildlife Site situated to the north/north east of the site, new highways access onto Star Lane and/or Poynters Lane may be required. There is no footpath on the eastern side of Star Lane beyond Star Lane Industrial Estate to the north, and so investment in improved walking routes would also be required. The site is reasonably well related to the services and facilities located within Great Wakering, although it extends further south towards Shoebury than Option E19.</p>

**4. Option E21 – Employment Use Options within Allocations DPD: Discussion and Consultation Document Proformas**

<b>1. Site Information</b>	Allocations DPD Reference:	Option E21
	Site Name:	West of Alexandra Road
	Site Location:	Great Wakering
	Site Area (hectares):	Approximately 9 hectares
	Restrictions to Developable Area:	
	Physical Description of Site: including natural features - aspect, slope, water; manmade features – drains, sewers, pylons	Open agricultural land. Public right of way along the northern boundary of the site. Watercourse along the western boundary. Relatively flat, although slight increase in the height of the land towards the southern end of the site. Trees and hedgerows partially bounding the site to the north, east and west, with denser vegetation to the south. Residential development to the east. Local Wildlife Site to the north of the site.
	Current Use:	Agricultural
	Proposed Use:	Employment
	Existing Land Use Allocation/ Designation:	Green Belt
	Adjacent Land Use(s):	Green Belt/agricultural land, Local Wildlife Site, residential



2. Constraints	Flood Risk		
	Zone 1:Low Probability (<0.1% probability of annual flooding)	<input checked="" type="checkbox"/>	
	Zone 2: Medium Probability (1% - 0.1% probability of annual flooding)	<input type="checkbox"/>	
	Zone 3a: High Probability (>1% probability of annual flooding)	<input type="checkbox"/>	
	Zone 3b: The Functional Floodplain (>5% probability of annual flooding)	<input type="checkbox"/>	
	Commentary:		
	Infrastructure Requirements		
	New Highways Access Required:	<input checked="" type="checkbox"/>	
	Significant Investment in Existing Foul Sewerage Required:	<input type="checkbox"/>	
	Significant Investment in Gas/Water/Electricity Power Supplies:	<input type="checkbox"/>	
	Significant Investment in walking/public transport required:	<input checked="" type="checkbox"/>	
	Flood Risk Mitigation Measures Required:	<input type="checkbox"/>	
	<b>Commentary:</b> The site would require new highways access onto Poynters Lane. Investment in improved walking routes (as there is no footpath along Poynters Lane to the south of the site or on the eastern side of Star Lane beyond Star Lane Industrial Estate to the north) and enhanced public transport routes may also be required. Some investment in the existing foul sewerage network would be required.		
3. Green Belt Impact Assessment	PPG2 (paragraph 1.5) – Green Belt Objectives	Rating	Commentary
	To check the unrestricted sprawl of large built-up areas	High	This site is located to the west of Alexandra Road. It is more likely to promote coalescence between the settlements of Great Wakering and Shoebury than Options E19 and E22 for example. The site, however, may be able to create a defensible Green Belt boundary.



	To prevent neighbouring towns from merging into one another	High	This site is located to the west of Alexandra Road. It is more likely to promote coalescence between the settlements of Great Wakering and Shoebury.
	To assist in safeguarding the countryside from encroachment	High	This site is agricultural land located to the west of Alexandra Road.
	To preserve the setting and special character of historic towns	Low	This site is not situated in close proximity to Great Wakering Conservation Area which is located towards the eastern end of the High Street. This area contains some Listed Buildings.
	To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	High	This site is agricultural land located to the west of Alexandra Road.
<b>4. Site Sustainability Issues – Access to Services and Facilities</b>	<b>Site Sustainability Indicators</b>	<b>Rating</b>	<b>Commentary</b>
	Is the site well related to the existing residential area? (1, 2, 5, 8, 9, 12)	High	This site is adjacent to the existing residential area along Alexandra Road to the east.
	Is the site well related to a town/village centre? (1, 2, 5, 6, 8, 9, 12)	Medium	The nearest village centre is Great Wakering. The edge of the site is approximately 1.5km distance from the High Street.
	Is the site well related to existing educational facilities? (1, 8, 9, 10, 12)	Medium	The nearest primary school is approximately 1.8km distance from the site.
	Is the site well related to existing healthcare facilities? (1, 4, 8, 9, 12)	Medium	The nearest doctor's surgery is approximately 1.6km distance from the site along the High Street.
	Is the site well related to a bus route? (1, 2, 8, 9, 12)	High	The nearest bus route runs along Star Lane to the west of the site. The nearest bus stop is less than 800m to the north west of the site.

	Is the site well related to a train station? (1, 2, 8, 9, 12)	Low	The nearest train stations to the site are situated within the Borough of Southend. These are more than 2.4km distance from the site.
	Is the site well related to local shops and services? (1, 2, 5, 6, 8, 9, 12)	High	The nearest local shops and services are situated in the High Street. These are approximately 2.7km distance from the site.
<b>5. Site Sustainability Issues – Site Restraints</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	If another site would be needed to accommodate the quantum of employment uses specified for the relevant general location, is the site well related to other sites? (1, 2, 3, 8, 9, 12)	Yes	This site is well related to other sites identified as potential employment land options in the Allocations DPD: Discussion and Consultation Document. The draft Sustainability Appraisal, however, recommends that the general location to the 'South of Great Wakering' is not an appropriate setting for a significant amount of employment land given its non-strategic location.
	Are there features on site which have the potential to constrain development? (1, 4, 7, 11)	No	
	Is there potential for development of the site to affect existing recreational use or public rights of way? (1, 2, 8, 9)	Yes	There is a public right of way which runs from Star Lane along the northern boundary of the site.
	Is the site well related to the highway network? (1, 2, 8, 9)	Yes	This site is located adjacent to Poynters Lane, however, it would require new highways access.

6. Site Sustainability Issues – Natural and Historic Environmental Constraints	Site Sustainability Indicators	Yes/No	Commentary
	Is the site within or in proximity to a Site of Special Scientific Interest (SSSI)? (7)	No	
	Is the site within or in proximity to a Ramsar Site? (7)	No	
	Is the site within or in proximity to a Special Protection Area (SPA)? (7)	No	
	Is the site within or in proximity to a Special Area of Conservation (SAC)? (7)	No	
	Is the site within or in proximity to an area of Ancient Woodland? (7, 11)	No	
	Is the site within or in proximity to a Local Nature Reserve (LNR)? (7)	No	
	Is the site within or in proximity to a Local Wildlife Site (LoWS)? (7)	Yes	The site is adjacent to a Local Wildlife Site (R35. Star Lane Pits) which is situated along the northern boundary.
	Is the site within or in proximity to a Tree Preservation Order (TPO)? (7)	No	

	Is the site within or in proximity to a Scheduled Ancient Monument (SAM)? (7)	No	
	Is the site within the Green Belt? (1, 3)	Yes	
	Is the site within or in proximity to a Conservation Area? (11)	No	Great Wakering Conservation Area is situated to the north east of the site further along the High Street. This area contains some Listed Buildings.
	Is the site in proximity to a Listed Building? (11)	No	There are no Listed Buildings in close proximity to this site.
	Is the site within or in proximity to an area of archaeological interest? (7, 11)	Yes	There is likely to be good below ground survival of historic environment assets outside quarried areas within Historic Environment Character Zone 7. There is high potential for below ground deposits.
<b>7. Site Sustainability Issues – Sources/ Areas of Pollution</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is there potential to avoid the public safety zone of London Southend Airport? (1, 4)	Yes	
	Is there potential that noise from London Southend Airport would affect future residents, given the site's location? (1, 4)	No	
	Is the site within or in proximity to an Air Quality Management Area (AQMA)? (1, 15)	No	

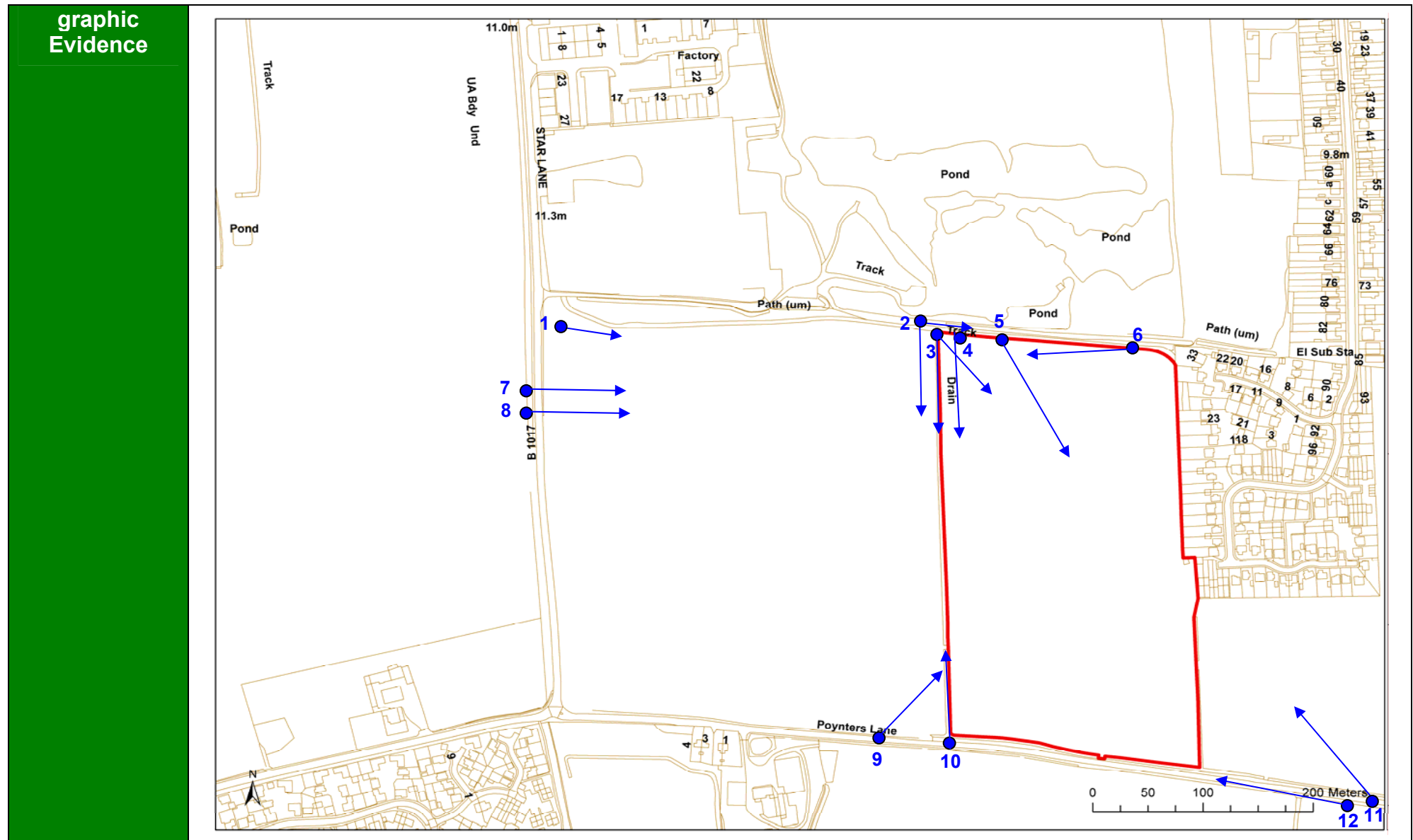
	Is there potential that the site would impact on air quality at significant road junctions <sup>1</sup> ? (1, 15)	No	
	Is the site potentially within or in proximity to contaminated land? (1, 4)	Yes	Star Lane Brickworks to the north west of the site has the potential to be contaminated.
<b>8. Site Sustainability Issues – Landscape Impact</b>	<b>Site Sustainability Indicators</b>	<b>Yes/No</b>	<b>Commentary</b>
	Is the site situated on previously developed land? (1, 3, 7)	No	
	Is the site situated on agricultural land? (1, 3, 7)	Yes	The site is grade 1 agricultural land.
	Is the site situated within the Special Landscape Area or the Coastal Protection Belt? (11)	No	
	Is there potential to enhance the ecological value of the site? (1, 7, 12)	Yes	
	Is the site capable of creating wildlife corridors to enhance species movement and colonisation? (1, 7, 12)	Yes	

<sup>1</sup> A potentially significant road junction is a junction identified by the Council's Environmental Health Team as being such, based on air quality monitoring.

	Site Sustainability Indicators	Rating	Commentary
	Is the site situated on high quality agricultural land? (1, 3, 7)	Grade 1	
	Is the site situated within a landscape character area that is highly sensitive to development? (7)	Medium	This site is situated within the South Essex Coastal Towns landscape character area which has a medium sensitivity to commercial/warehouse estate/port development.
	Is the site within a sensitive historic environment landscape character zone?	Low	This site is situated within Historic Environment Character Zone 7. Areas not quarried have a high sensitivity to change for below grounds deposits, however the extensive quarrying has significantly altered the historic landscape.
9. Site Sustainability Issues – Visual Impact	Site Sustainability Indicators	Yes/No	Commentary
	Is the site enclosed by natural features such as hedgerows, trees? (1, 7)	Yes/No	The site is partially bounded to the north, east and west by trees and hedgerows, with greater enclosure along the southern and northern boundary (given the presence of a Local Wildlife Site). A public footpath runs along the northern boundary of site between the field and the trees and hedgerows. There are sporadic trees and hedgerows along the western and south eastern boundaries of the site, with the fencing of rear gardens of Alexandra Road along the eastern boundary of the site which provide further enclosure of the site.



	Site Sustainability Indicators	Rating	Commentary
	Are there open views across the site? (1)	Fully/Partially	The enclosure of the site to the north and south would provide some screening of the site, and in particular, the trees and hedgerows along Poynters Lane to the south screen the site on the approach from the east and west. The trees and hedgerows along the eastern and western boundaries would also provide some screening of the site from the public highway to the south. However, the site would be visible from Star Lane given the sporadic presence of trees and hedgerows further to the west of the site. The site is also highly visible from the public footpath which runs along the northern boundary. There are some open views across the site, particularly from the west along Star Lane and from the north along the public footpath.
10. Photo-	Map of Viewpoints:	Please see map	









Viewpoint 3 (Looking south)

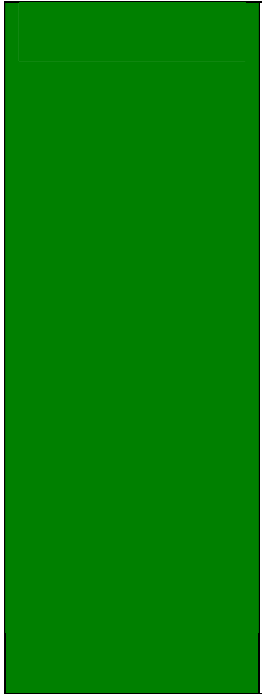


Viewpoint 4





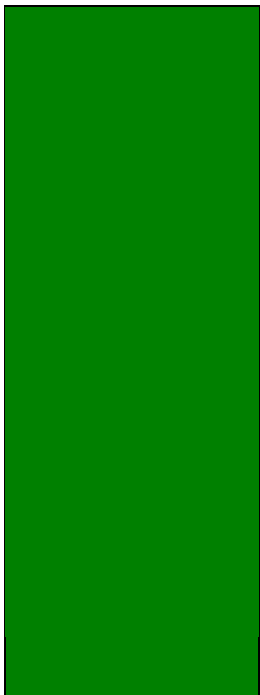




Viewpoint 7





Viewpoint 8



Viewpoint 9




Viewpoint 10

		
<p><b>11. Other Issues and Summary</b></p>	<p>Viewpoint 11</p>	<p>Viewpoint 12</p> <p>This site is situated on agricultural land to the east of Alexandra Road and to the south of a Local Wildlife Site. There is a public right of way which runs along the northern boundary of the site between the field and the Local Wildlife Site. Residential development bounds the site to the east. It is a relatively flat site, although there is a slight increase in the height of the land towards the southern end of the site. Whilst the site is more likely to promote coalescence between the settlements of Great Wakering and Shoebury than some of the other sites identified in the general location of 'South of Great Wakering', it may be able to create a defensible Green Belt boundary. Trees and hedgerows partially bounding the site to the north, east and west, with denser vegetation to the south, which facilitates some open views across the site, particularly from the west along Star Lane and from the north along the public footpath. New highways access onto Poynters Lane would be required, and as there is no footpath along Poynters Lane to the south of the site or on the eastern side of Star Lane beyond Star Lane Industrial Estate to the north, investment in improved walking routes would also be required. The site is reasonably well related to the services and facilities located within Great Wakering, although it extends further south and east than other sites.</p>

**4. Option E22 – Employment Use Options within Allocations DPD: Discussion and Consultation Document Proformas**

<b>1. Site Information</b>	Allocations DPD Reference:	Option E22
	Site Name:	East of Star Lane and west of Alexandra Road
	Site Location:	Great Wakering
	Site Area (hectares):	Approximately 11 hectares
	Restrictions to Developable Area:	
	Physical Description of Site: including natural features - aspect, slope, water; manmade features – drains, sewers, pylons	Open agricultural land. Public right of way along the northern boundary of the site. Partial watercourse along the northern boundary. Watercourse runs through the site from Poynters Lane to the south. Relatively flat. Slight incline from the field to road (Star Lane) in places along the western boundary. Trees and hedgerows partially bounding the site to the north and west. Residential development to the east. Local Wildlife Site bounds the north of the site.
	Current Use:	Agricultural
	Proposed Use:	Employment
	Existing Land Use Allocation/ Designation:	Green Belt
	Adjacent Land Use(s):	Green Belt/agricultural land, former brickworks site, access road to Local Wildlife Site, Local Wildlife Site, residential



2. Constraints	Aerial Photograph:		Please see map
			
	<b>Flood Risk</b>		
	Zone 1: Low Probability (<0.1% probability of annual flooding)		<input checked="" type="checkbox"/>
	Zone 2: Medium Probability (1% - 0.1% probability of annual flooding)		<input type="checkbox"/>
	Zone 3a: High Probability (>1% probability of annual flooding)		<input type="checkbox"/>
	Zone 3b: The Functional Floodplain (>5% probability of annual flooding)		<input type="checkbox"/>
	<b>Commentary:</b>		

	Infrastructure Requirements		
	New Highways Access Required:	<input checked="" type="checkbox"/>	
	Significant Investment in Existing Foul Sewerage Required:	<input type="checkbox"/>	
	Significant Investment in Gas/Water/Electricity Power Supplies:	<input type="checkbox"/>	
	Significant Investment in walking/public transport required:	<input checked="" type="checkbox"/>	
	Flood Risk Mitigation Measures Required:	<input type="checkbox"/>	
	<b>Commentary:</b> The site may require new highways access onto Star Lane, although there is existing access to the north of the site which leads to the Local Wildlife Site. Investment in improved walking routes (as there is no footpath on the eastern side of Star Lane beyond Star Lane Industrial Estate to the north) and enhanced public transport routes may also be required. Some investment in the existing foul sewerage network would be required.		
3. Green Belt Impact Assessment	PPG2 (paragraph 1.5) – Green Belt Objectives	Rating	Commentary
	To check the unrestricted sprawl of large built-up areas	Medium	This site is located to the south of Star Lane Industrial Estate and Star Lane Brickworks and to the west of Alexandra Road. It is less likely to promote coalescence between the settlements of Great Wakering and Shoebury than Options E20 and E21 for example. The site, however, does not follow a natural field boundary would may make the creation of a defensible Green Belt boundary difficult.
	To prevent neighbouring towns from merging into one another	Medium	This site is located to the south of Star Lane Industrial Estate and Star Lane Brickworks and to the west of Alexandra Road. It is less likely to promote coalescence between the settlements of Great Wakering and Shoebury.
	To assist in safeguarding the countryside from encroachment	High	This site is agricultural land located to the south of Star Lane Industrial Estate and Star Lane Brickworks and to the west of Alexandra Road.



	To preserve the setting and special character of historic towns	Low	This site is not situated in close proximity to Great Wakering Conservation Area which is located towards the eastern end of the High Street. This area contains some Listed Buildings.
	To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	High	This site is agricultural land located to the south of Star Lane Industrial Estate and Star Lane Brickworks and to the west of Alexandra Road.
<b>4. Site Sustainability Issues – Access to Services and Facilities</b>	<b>Site Sustainability Indicators</b>	<b>Rating</b>	<b>Commentary</b>
	Is the site well related to the existing residential area? (1, 2, 5, 8, 9, 12)	High	This site is adjacent to the existing residential area along Alexandra Road to the east. The distance from the western edge of the site to the edge of Great Wakering (northern end of Star Lane) is less than 800m walking distance.
	Is the site well related to a town / village centre? (1, 2, 5, 6, 8, 9, 12)	High	The nearest village centre is Great Wakering. The edge of the site is less than 800m distance from the High Street.
	Is the site well related to existing educational facilities? (1, 8, 9, 10, 12)	Medium	The nearest primary school is between 1.5km distance from the site.
	Is the site well related to existing healthcare facilities? (1, 4, 8, 9, 12)	Medium	The nearest doctor's surgery is approximately 1.6km distance from the site along the High Street.
	Is the site well related to a bus route? (1, 2, 8, 9, 12)	High	The site is situated on a bus route which runs along Star Lane. The nearest bus stop is less than 800m to the north of the site.
	Is the site well related to a train station? (1, 2, 8, 9, 12)	Low	The nearest train stations to the site are situated within the Borough of Southend. These are more than 2.4km distance from the site.
	Is the site well related to local shops and services? (1, 2, 5, 6, 8, 9, 12)	Medium	The nearest local shops and services are situated in the High Street. These are approximately 1.9km distance from the site.

5. Site Sustainability Issues – Site Restraints	Site Sustainability Indicators	Yes / No	Commentary
	If another site would be needed to accommodate the quantum of employment uses specified for the relevant general location, is the site well related to other sites? (1, 2, 3, 8, 9, 12)	Yes	This site is well related to other sites identified as potential employment land options in the Allocations DPD: Discussion and Consultation Document. The draft Sustainability Appraisal, however, recommends that the general location to the ‘South of Great Wakering’ is not an appropriate setting for a significant amount of employment land given its non-strategic location.
	Are there features on site which have the potential to constrain development? (1, 4, 7, 11)	No	
	Is there potential for development of the site to affect existing recreational use or public rights of way? (1, 2, 8, 9)	Yes	There is a public right of way which runs from Star Lane along the northern boundary of the site.
	Is the site well related to the highway network? (1, 2, 8, 9)	Yes	This site is located adjacent to Star Lane and, although there is existing access onto Star Lane leading to the Local Wildlife Site, it may require new highways access.
6. Site Sustainability Issues – Natural and Historic Environmental Constraints	Site Sustainability Indicators	Yes / No	Commentary
	Is the site within or in proximity to a Site of Special Scientific Interest (SSSI)? (7)	No	
	Is the site within or in proximity to a Ramsar Site? (7)	No	
	Is the site within or in proximity to a Special Protection Area (SPA)? (7)	No	

	Is the site within or in proximity to a Special Area of Conservation (SAC)? (7)	No	
	Is the site within or in proximity to an area of Ancient Woodland? (7, 11)	No	
	Is the site within or in proximity to a Local Nature Reserve (LNR)? (7)	No	
	Is the site within or in proximity to a Local Wildlife Site (LoWS)? (7)	Yes	The site is adjacent to a Local Wildlife Site (R35. Star Lane Pits) which is situated along the north eastern boundary.
	Is the site within or in proximity to a Tree Preservation Order (TPO)? (7)	No	
	Is the site within or in proximity to a Scheduled Ancient Monument (SAM)? (7)	No	
	Is the site within the Green Belt? (1, 3)	Yes	
	Is the site within or in proximity to a Conservation Area? (11)	No	Great Wakering Conservation Area is situated to the north east of the site further along the High Street. This area contains some Listed Buildings.
	Is the site in proximity to a Listed Building? (11)	No	There are no Listed Buildings in close proximity to this site.

	Is the site within or in proximity to an area of archaeological interest? (7, 11)	Yes	There is likely to be good below ground survival of historic environment assets outside quarried areas within Historic Environment Character Zone 7. There is high potential for below ground deposits.
<b>7. Site Sustainability Issues – Sources/ Areas of Pollution</b>	<b>Site Sustainability Indicators</b>	<b>Yes / No</b>	<b>Commentary</b>
	Is there potential to avoid the public safety zone of London Southend Airport? (1, 4)	Yes	
	Is there potential that noise from London Southend Airport would affect future residents, given the site's location? (1, 4)	No	
	Is the site within or in proximity to an Air Quality Management Area (AQMA)? (1, 15)	No	
	Is there potential that the site would impact on air quality at significant road junctions <sup>1</sup> ? (1, 15)	No	
	Is the site potentially within or in proximity to contaminated land? (1, 4)	Yes	Star Lane Brickworks to the north of the site has the potential to be contaminated.

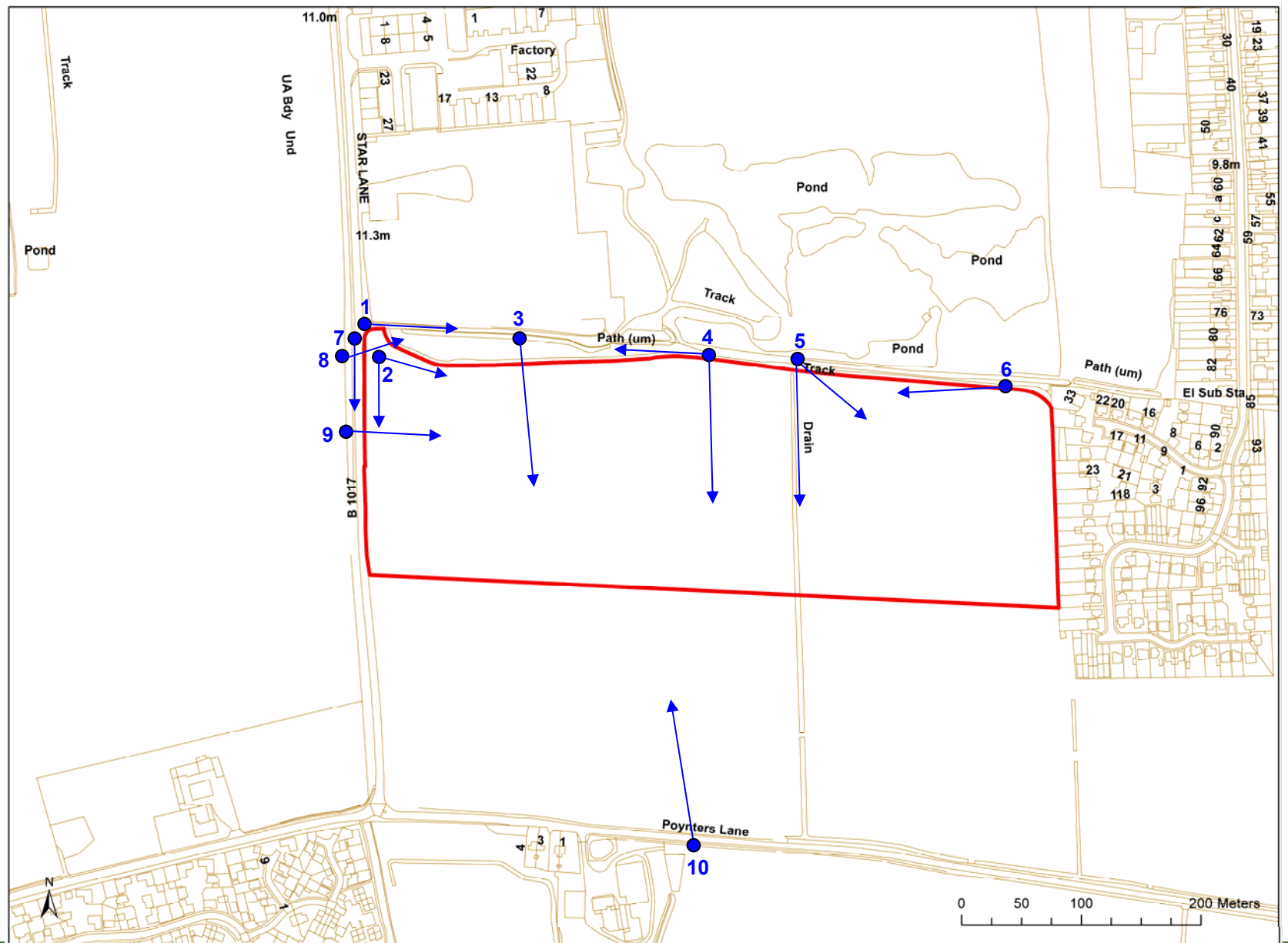
<sup>1</sup> A potentially significant road junction is a junction identified by the Council's Environmental Health Team as being such, based on air quality monitoring.

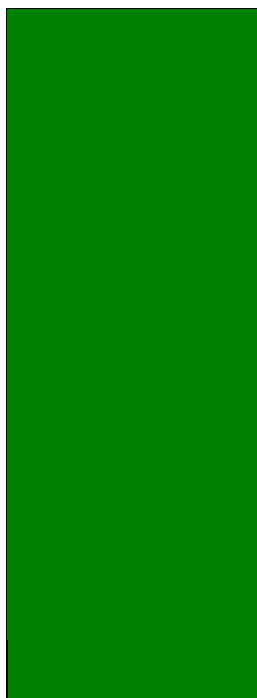
<b>8. Site Sustainability Issues – Landscape Impact</b>	Site Sustainability Indicators	Yes / No	Commentary
	Is the site situated on previously developed land? (1, 3, 7)	No	
	Is the site situated on agricultural land? (1, 3, 7)	Yes	The site is grade 1 agricultural land.
	Is the site situated within the Special Landscape Area or the Coastal Protection Belt? (11)	No	
	Is there potential to enhance the ecological value of the site? (1, 7, 12)	Yes	
	Is the site capable of creating wildlife corridors to enhance species movement and colonisation? (1, 7, 12)	Yes	
	Site Sustainability Indicators	Rating	Commentary
	Is the site situated on high quality agricultural land? (1, 3, 7)	Grade 1	
	Is the site situated within a landscape character area that is highly sensitive to development? (7)	Medium	This site is situated within the South Essex Coastal Towns landscape character area which has a medium sensitivity to commercial / warehouse estate / port development.
	Is the site within a sensitive historic environment landscape character zone?	Low	This site is situated within Historic Environment Character Zone 7. Areas not quarried have a high sensitivity to change for below grounds deposits, however the extensive quarrying has significantly altered the historic landscape.

9. Site Sustainability Issues – Visual Impact	Site Sustainability Indicators	Yes/No	Commentary
	Is the site enclosed by natural features such as hedgerows, trees? (1, 7)	Yes / No	The site is partially bounded to the north and west by trees and hedgerows which segregate the site from the brickworks, access road to the Local Wildlife Site and the Local Wildlife Site itself to the north and Star Lane to the west. A public footpath runs along the northern boundary of site between the field and the trees and hedgerows. There are sporadic trees and hedgerows along the western boundary of the site, with the fencing of rear gardens of Alexandra Road along the eastern boundary of the site. There is no enclosure of the site to the south.
	Site Sustainability Indicators	Rating	Commentary
	Are there open views across the site? (1)	Fully/Partially	The enclosure of the site to the north would provide some screening of the site, however, the site is highly visible from the public footpath which runs along the northern boundary. The trees and hedgerows along the western boundary would also provide some screening of the site from the public highway. The site is also bounded by residential development to the east. The site would be visible from Star Lane given the sporadic presence of trees and hedgerows along the public highway. It would also be visible from the south, although the trees to the south of Alexandra Road and further to the south along Poynters Lane would provide screening of the site from the eastern approach along the public highway. It would, however, be visible from the western approach along Poynters Lane. There are significant open views across the site, particularly from the west along Star Lane, the south / south west along Poynters Lane and from the north along the public footpath.
10.	Map of Viewpoints:	Please see map	



Photographic  
Evidence





Viewpoint 1



Viewpoint 2 (Looking east)



Viewpoint 2 (Looking south)



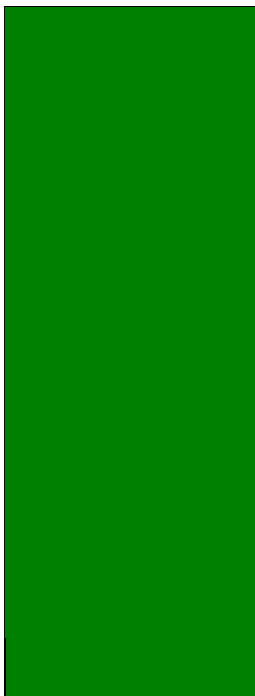
Viewpoint 3



Viewpoint 4 (Looking west)



Viewpoint 4 (Looking south)

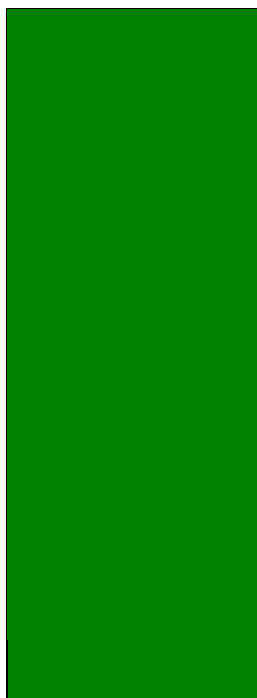


Viewpoint 5 (Looking south)



Viewpoint 5 (Looking south east)





Viewpoint 6



Viewpoint 7






Viewpoint 8



Viewpoint 9

	 <p data-bbox="1151 842 1335 877">Viewpoint 10</p>
<p data-bbox="174 1074 338 1181"><b>11. Other Issues and Summary</b></p>	<p data-bbox="394 906 2096 1347">This site is situated on agricultural land to the south of Star Lane Industrial Estate and Star Lane Brickworks and west of Alexandra Road. It is less likely to promote coalescence between the settlements of Great Wakering and Shoebury than some of the other sites identified to the south of Great Wakering. The site is reasonably well related to the services and facilities located within Great Wakering, although it extends further east than some of the other sites identified. There is a Local Wildlife Site to the north of the site and residential development bounds the site to the east. The site is bounded to the north, west and south, and there are some trees and hedgerows along the northern and western boundaries which provide some screening of the site. The site, however, does not follow a natural field boundary to the south, which may make the creation of a defensible Green Belt boundary difficult. There are also significant open views across the site, particularly from the west along Star Lane, the south / south west along Poynters Lane and from the north along the public footpath. New highways access onto Star Lane may be required, although there is existing access to the north of the site which leads to the Local Wildlife Site, and as there is no footpath on the eastern side of Star Lane beyond Star Lane Industrial Estate to the north of the site, investment in walking routes would also be required.</p>



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**INVESTORS  
IN PEOPLE** | Gold





Title:Rayleigh Primary School, Love Lane, Rayleigh

Legend

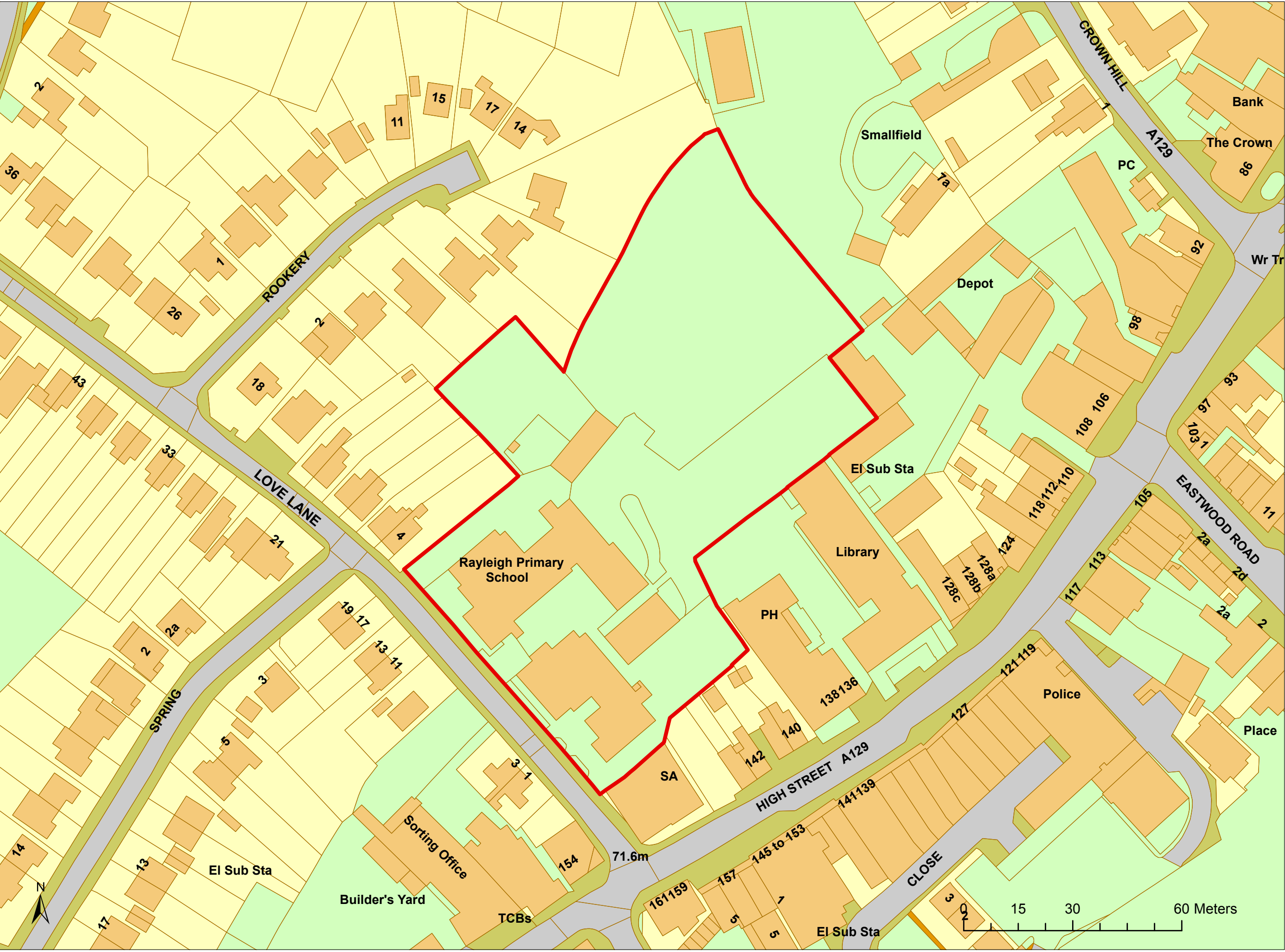


Additional Information  
On-line at [www.rochford.gov.uk](http://www.rochford.gov.uk)

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Scale 1:1,000








Title: Rayleigh Leisure Centre, Priory Chase, Rayleigh

Legend

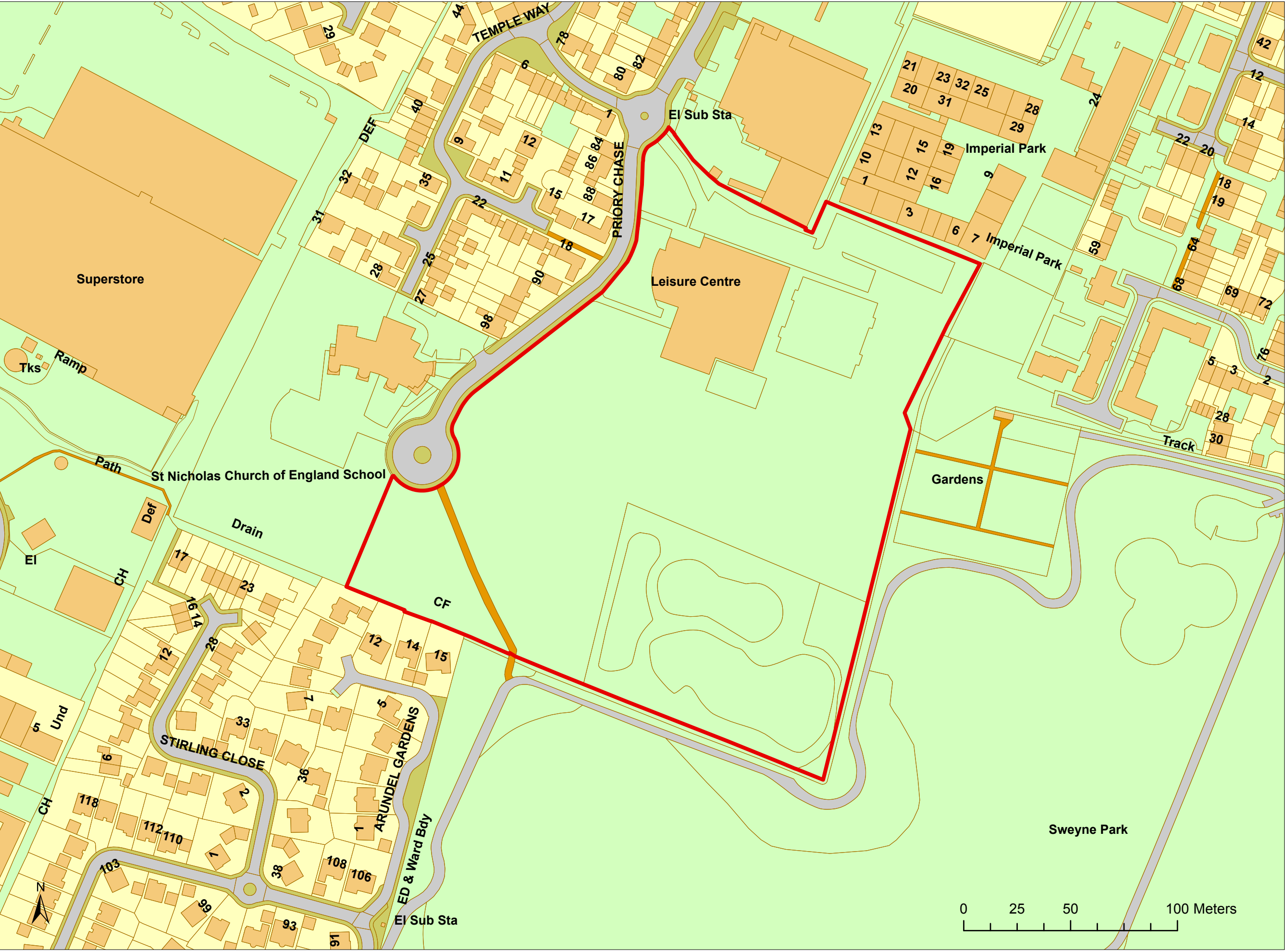
 Leisure centre building, car park and playing fields

Additional Information  
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Scale 1:1,700







Title: Option TC5 and Amendments

Legend

- Option TC5
- Boundary amendments

Additional Information  
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