



# Strategic Land Availability Assessment

Part of the evidence base for the new Local Plan

**June 2017 Update**

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## 1. INTRODUCTION

### What is the status of this document?

This Strategic Land Availability Assessment report is an update of the version published in July 2016 and supersedes that document. The update reflects changes made to the assessment of sites as a result of additional information being received by the local planning authority.

### What is a SLAA?

A Strategic Land Availability Assessment (SLAA) is an essential part of producing a Local Plan. Its purpose is to identify what land is capable of being developed and to assess the constraints and opportunities of developing that land. The SLAA process highlights issues which help inform future decisions regarding the allocation of land for housing, employment and other uses in the emerging Local Plan.

The SLAA is part of the technical evidence base for the Local Plan which complements other important sources of information such as public consultation and sustainability appraisal. Together these sources of evidence inform the strategic planning decision-making process. Therefore the SLAA is not the sole source of evidence informing which sites should be allocated for development but instead it contributes to the local planning authority's understanding of what land is developable.

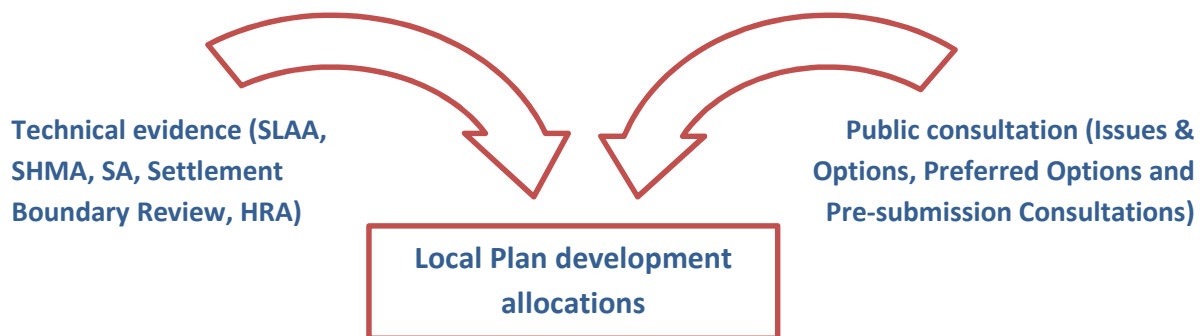


Figure 1: Contribution of evidence base documents to Local Plan development allocations.

The SLAA uses set criteria for evaluating the development potential of land. This criteria was subject to public consultation in 2015 and adopted by the Council's Local Plan Committee. The methodology used to identify sites and the justification for the adopted SLAA criteria are both fully explained in the next section of this report.

### What happens with the outcomes of the SLAA?

The outcome of the SLAA in combination with other technical evidence and public consultation informs which sites are proposed for development Publication Draft stage of the Local Plan. The Publication Draft is subject to public consultation before the local planning authority progresses to submission to the Secretary of State for Communities and Local Government. Following the submission of the Local Plan to central government, it will be subject to an examination by an independent Planning Inspector.

Subsequent to the adoption of the Local Plan, land owners and site promoters will still have to apply for planning permission to develop their respective sites. Planning applications will be required to address more detailed considerations such as layouts, densities and designs because only the basic requirements of individual sites will be set out in the Local Plan such as the approximate number of units and access requirements.

## 2. BACKGROUND

### National policy context

The National Planning Policy Framework (NPPF) requires local planning authorities to prepare a SLAA to demonstrate the deliverability and developability of potential development sites within their administrative boundaries.

Planning Policy Guidance (PPG) provides some direction on SLAAs including the recommended process of identifying, assessing and reviewing the delivery of potential development sites (see Appendix 1). Essentially the PPG states that SLAA should take the form of:

- Identifying sites and broad locations with potential for development;
- Assessing their development potential;
- Assessing their suitability for development and the likelihood of development coming forward.<sup>1</sup>

The PPG also emphasises the importance of the SLAA process in evaluating the 'suitability', 'availability' and 'achievability' of potential development sites. The PPG recommends the combined assessment of land for housing, employment and other uses as part of the same exercise<sup>2</sup> and this approach has been adopted by Colchester Borough Council in carrying out its SLAA.

### Local policy context

The local planning authority is currently undertaking the preparation of a new Local Plan which will guide development within the Borough up to 2033 and beyond. In addition to new planning policies, the Local Plan will need to allocate sufficient land to cover the housing, employment and leisure needs of the Borough over the plan period. However, before the local planning authority can plan for the Borough's growth it must identify where land is available to be developed and this is an essential element of the SLAA.

The SLAA is an important part of this strategic planning process because it involves a comprehensive assessment of potential development sites. The outcomes of the SLAA will not definitively allocate land for development but will contribute to the local planning authority's evidence base and ensure that decisions regarding site allocations are backed by robust and objective evidence.

The local planning authority's current timetable for Local Plan production is set out in the Local Development Scheme (LDS) document which is available on the Colchester Borough Council website.

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<sup>1</sup> Paragraph: 001 Reference ID: 3-001-20140306

<sup>2</sup> Paragraph: 001 Reference ID: 3-001-20140306

### **3. METHODOLOGY OVERVIEW**

The local planning authority's SLAA has been undertaken in accordance with the site allocation methodology set out in the PPG. The PPG sets out five stages to the process in a flowchart format (see Appendix 1). The process comprises the following stages:

- Stage 1 – identification of sites and broad locations
- Stage 2 – assessment of sites and broad locations
- Stage 3 – windfall sites assessment
- Stage 4 – review of assessment
- Stage 5 – final evidence base

The SLAA addresses the first two stages of this process with the remaining stages being covered through the annually published Authority Monitoring Report (AMR) and a specific document relating to the local planning authority's five year housing land supply.

## 4. METHODOLOGY: Stage 1 – Identifying the sites

The first stage of the SLAA is to determine the geographical area of the assessment. Although the Council's local administrative boundary is the obvious scope of the SLAA, the local planning authority must have regard to its statutory 'duty to co-operate' by ensuring that all areas of potential development that have a strategic impact on its housing market area are considered as part of the assessment.

The local planning authority is co-operating with the neighbouring authorities of Tendring District Council and Braintree District Council on the potential for cross-boundary strategic development. Therefore in addition to its administrative area, the SLAA covers any proposed broad locations of growth that straddle its administrative boundaries. This comprehensive approach to strategic land assessment is considered appropriate given that the allocation of sites falling partly outside the Colchester Borough administrative boundary could be critical to the delivery of the site as a whole (and also potentially the entire Local Plan). It is therefore preferable the SLAA assesses sites which have the potential to directly impact on Colchester's growth requirements. For more information on the local planning authority's housing market area please consult the latest iteration of the Strategic Housing Market Assessment (SHMA), available on the Colchester Borough Council website.

The PPG states that plan makers will need to assess a range of different sites from small scale sites to opportunities for much larger scale developments such as village and town extensions, and new settlements where appropriate. The guidance states that the SLAA should cover sites and broad locations capable of delivering five or more dwellings or 0.25ha in area for housing uses and at least 500m<sup>2</sup> of floorspace for employment uses. The local planning authority considers the PPG approach to contain appropriate thresholds and as such the Colchester SLAA has applied a minimum site area of 0.24ha (to allow for some margin of error in measuring site boundaries) or five dwellings for residential development and 500m<sup>2</sup> of floorspace for employment uses.

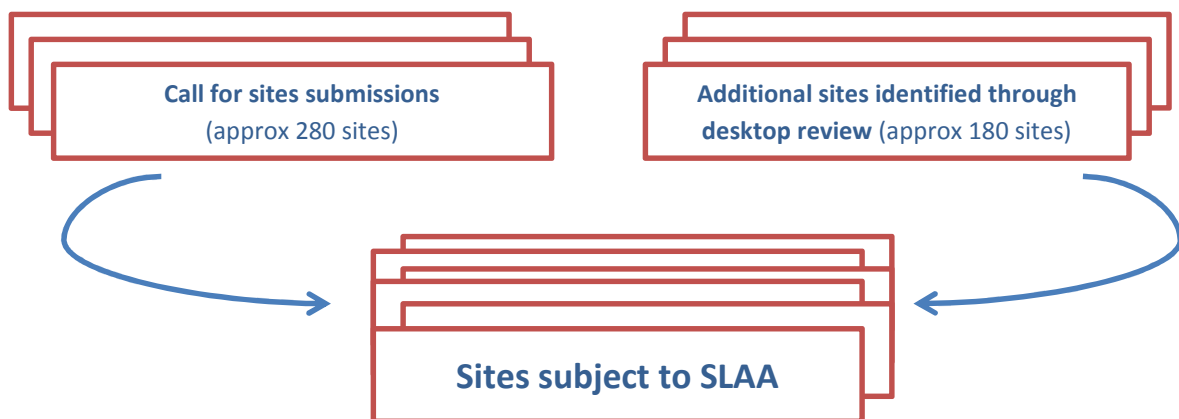


Figure 2: composition of potential development sites to be assessed in the SLAA.

### *Call for sites submissions*

In order to understand the number and capacity of potential development sites available in the Borough, the local planning authority sought to engage with as many stakeholders as possible. This process began by inviting interested parties to identify sites to be included in the SLAA through a 'call for sites' process.

Although the call for sites was primarily aimed at developers and land owners, other interested parties including town and parish councils were also invited to submit sites. The local planning authority carried out a number of meetings and workshops with town and parish councils to help involve them in the process. The call for sites process was carried out formally on two separate occasions; in Summer 2014 and then again in January/February 2015. Following these formal invitations for submissions the local planning authority also received a number of additional sites which have also been assessed.

In total, approximately 280 site submissions were received through the call for sites process including large tracts of land for proposed new settlements to the west, east and north of Colchester.

#### *Additional sites identified through desktop review*

The PPG requires that plan makers should not simply rely on sites that they have been informed of, but should proactively identify sites through a desktop review process which may contribute to the development needs of an area<sup>3</sup>. This approach allows for local authorities to promote development on sites which may not have been promoted by the land owner but may however have potential for development. For example areas subject to regeneration such as the Hythe area of Colchester have been included in the SLAA because despite not having been promoted for redevelopment, offer significant brownfield capacity to accommodate future growth requirements.

The Council identified approximately 180 sites through this process in addition to the sites submitted through the call for sites process. These additional sites primarily consisted of parcels of land which were assessed as part of the Strategic Housing Land Availability Assessment (SHLAA) in 2009; current development allocations which remain undeveloped; and land in broadly sustainable locations which had not been put forward for assessment in the call for sites process.

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<sup>3</sup> Paragraph: 012 Reference ID: 3-012-20140306.



## 5. METHODOLOGY: Stage 2 – Assessing the sites

Following the identification of sites the next stage of the SLAA process is the site assessments. Consultation on the SLAA framework was carried out from 27<sup>th</sup> July to 7<sup>th</sup> September 2015 which allowed all stakeholders to comment on the local planning authority's site assessment criteria. Some minor changes to the framework were made following the consultation reflecting feedback received.

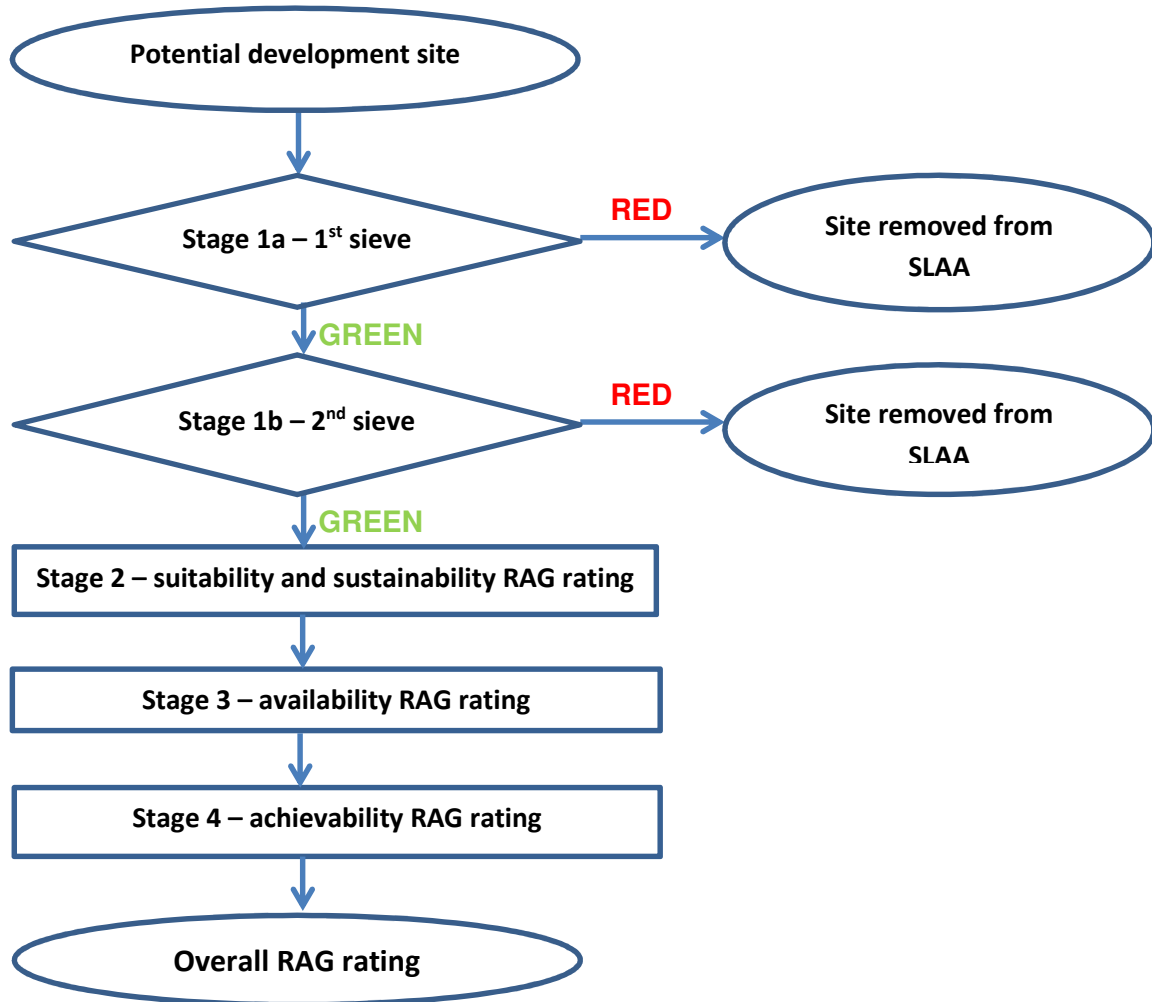


Figure 3: Flowchart of site assessment stages.

In order to make the SLAA as efficient as possible a sieving process was applied to all sites (see Figure 3) which served the purpose of removing sites at an early stage that have either: no realistic prospects of delivery; are wholly unsuitable for their proposed use; or fail to meet the required capacity thresholds (over 0.25ha or capable of accommodating more than five dwellings). Discounting such sites at an early stage avoided having to carry out a full site assessment and this approach is supported by the PPG<sup>4</sup>.

<sup>4</sup> Paragraph: 016 Reference ID: 3-016-20140306.

*Stage 1a (the first sieve)*

A red rating in Stage 1a meant that the site was given an overall red RAG rating and therefore not considered to be capable of development at the current time or because the site is too small to be taken through the SLAA process. The following criteria comprised stage 1a:

Assessment criteria	Justification	Notes
<b>The site is greenfield and within flood zone 3 (more than 50%) without flood defences.</b>	Within the NPPF there is a strong commitment to use the planning system to minimise vulnerability and improve resilience to the impacts of climate change. This includes making sure that inappropriate development in areas at risk of flooding is avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. By taking account of a site's flood risk this can be factored in to decisions regarding its allocation for development. Brownfield sites in areas of flood risk already benefit from having the principle of development established and therefore may be suitable for development provided necessary mitigation measures are carried out.	<b>Green</b> – the site is not greenfield and in flood zone 3 without flood defences. <b>Amber</b> – N/A. <b>Red</b> – the site is greenfield and in flood zone 3 without flood defences.
<b>The site was only suitable for fewer than five dwellings or less than 0.25ha in area.</b>	The Council has applied this minimum site threshold as recommended by the PPG. Smaller sites are expected to be dealt with through the development management process (providing they are in accordance with local and national policy).	<b>Green</b> – the site is above 0.25ha in area or has the capacity to accommodate more than five dwellings. <b>Amber</b> – N/A. <b>Red</b> – the site is below 0.25ha in area or does not have the capacity to accommodate at least five dwellings.
<b>The site is physically separate from an existing development boundary and outside a vicinity of potential growth (as identified in the Local Plan Issues and Options consultation paper).</b>	Locating new development in close proximity to existing services and facilities is a key principle of sustainable development which is strongly supported by national policy. In order not to prejudice the Settlement Boundary Review, sites in very close proximity to existing settlement boundaries were not ruled out at this stage.	<b>Green</b> – the site is adjacent to or in very close proximity to an existing settlement boundary or within a vicinity of potential growth. <b>Amber</b> – N/A. <b>Red</b> – the site is physically separate from an existing development boundary and outside a vicinity of potential growth.
<b>Development of the site would have a significant negative effect on a site nationally or internationally designated for its landscape, biological, geological,</b>	The NPPF contains many commitments to protecting sites nationally or internationally designated for their landscape, biological, geological,	<b>Green</b> – the site would not cause a significant negative effect. <b>Amber</b> – N/A. <b>Red</b> – the site would cause a significant negative effect.

archaeological or historical importance.  
**The site cannot be accessed by vehicle from the public highway.**

archaeological or historical importance.  
 Highway access, both for residents' vehicles and service vehicles (as well as pedestrians and cyclists) is considered an essential component of new development.

Sites were given the following RAG rating depending on whether they can be accessed by vehicle from the public highway:  
**Green** – the site has highway access.  
**Amber** – N/A.  
**Red** – the site does not have highway access.

*Stage 1b (the second sieve)*

Sites were sieved out at this stage where their existing status and use rendered further assessment unnecessary. A positive answer to any of the criteria resulted in the site being removed from the SLAA. The following criteria comprised the stage 1b:

Assessment criteria	Justification	RAG rating
<b>The site is allocated with extant planning permission, or it is allocated with a strong likelihood of a planning application being submitted in the near future.</b>	If the site is allocated and there is evidence to suggest the site is going to be delivered in the near future there is no requirement to assess the site for its deliverability because the principle of development has already been established.	<b>Green</b> – site is not allocated with an extant planning permission or does not have a strong likelihood of a planning application being submitted in the near future.  <b>Amber</b> – N/A.  <b>Red</b> – the site is allocated with an extant planning permission or there is a strong likelihood a planning application will be submitted in the near future.
<b>The site is protected for another use (with no reason to suggest it should be otherwise), or it is in use with a likelihood that that use will continue for the foreseeable future.</b>	If the site is protected for another use with no reason to suggest it should not be, for example through demonstrating a surplus of that particular use (perhaps through a lack of viability if appropriate) then the site is not considered deliverable.	<b>Green</b> – the site is not protected for another use or is not in use with a likelihood of that use continuing for the foreseeable future.  <b>Amber</b> – N/A.  <b>Red</b> – the site is protected for another use or is in use with a likelihood of that use continuing for the foreseeable future.
<b>There is another reason why it is clear that full assessment of the site would not be necessary.</b>	This criterion is included should there be an issue with the site's deliverability which would effectively rule out development at the current time which has not been picked up by the other criteria	<b>Green</b> – there is no other reason why a full assessment may not be necessary.  <b>Amber</b> – N/A.  <b>Red</b> – there is another reason why

in Stage 1a and Stage 1b.

assessment of the site is not  
necessary.

### *The body of the assessment*

Following the sieving process of Stages 1a and 1b the remaining SLAA sites were able to proceed to full site assessment. The site assessment criteria was compiled in conformity with the approach in the NPPF and PPG which requires local planning authorities to assess potential development sites by considering if they are ‘suitable’ for development, ‘available’ to be developed, and ‘deliverable’ (i.e. has a realistic chance of being developed). The assessment was divided into three broad stages:

- Suitability and sustainability criteria (Stage 2)
- Availability criteria (Stage 3)
- Achievability criteria (Stage 4)

#### *Suitability and sustainability criteria (Stage 2)*

Stage 2 of the site assessment had the purpose of assessing sites’ suitability and sustainability. A site is considered to be suitable for development if it is free from constraints, or where any constraints affecting the land can be overcome through reasonable mitigation. Suitability constraints include physical constraints such as the site’s relationship to the relevant settlement boundary and the capacity for highways access to site. Additionally there are environmental constraints to assess such as the impact on landscape character and the effects of development on wildlife sites. A site’s suitability is also affected by its sustainability level, that is how close it is located to existing services and facilities or whether development of the site could accommodate new services and facilities within its boundaries.

Assessment criterion	Justification	Notes
Is the site within or adjacent to the settlement boundary (or could it form part of a new settlement within the identified growth areas as identified in the Issues and Options consultation paper)?	Locating new development in close proximity to existing services and facilities is a key principle of sustainable development which is strongly supported by national policy.	<p><b>Green</b> – adjacent or within a settlement boundary.</p> <p><b>Amber</b> – technically separate from an existing settlement boundary but not removed enough to justify ruling out the site from the SLAA.</p> <p><b>Red</b> – removed from the settlement boundary with a significant amount of dead ground separating the site from the existing boundary.</p>

**Would development of the site lead to coalescence between settlements?**

Protecting the individual identity of settlements is considered an important principle of planning and remains an important issue locally for settlements that are in close proximity to one another.

The NPPF recognises the role the planning system plays in protecting the countryside and this often involves avoiding development which has the effect of reducing green spaces between settlements.

**Green** – no contribution/negligible contribution to coalescence.

**Amber** – some contribution which results in a reduction of green space between settlements.

**Red** – actual/significant contribution to coalescence.

**What is the main access point(s) to the site? Are there any highway constraints?**

Establishing the capacity to deliver adequate highways access is essential to the operation of a development site. Following on from the sieve at Stage 1a, this criterion allows for any highways constraints to be explored. For example highway access to a site may be feasible (and would therefore have passed the sieve at Stage 1a) but may be constrained in its capacity, thereby reducing the overall capacity of the site to accommodate new development. In addition to vehicle access, pedestrian access was also a consideration under this criterion. Comments related to this criterion were provided by Essex County Council Highways.

**Green** – no reasonable constraints to highways access.

**Amber** – some constraints identified but not significant enough to affect the site's deliverability.

**Red** – significant constraints identified which are likely to affect the site's deliverability.

**Utilities – is there any evidence that it would not be possible to deliver the necessary utilities?**

Utility provision is a key component of development viability considerations as stated in the PPG. The call for sites pro forma requested specific information on utility provision at the location of the site in order to provide site context and a general understanding of utility provision in the locality.

**Green** – no issues with utility provision.

**Amber** – some issues with utility provision but not enough to affect the site's deliverability.

**Red** – significant issues with utility provision which are likely to affect the site's deliverability.

<p><b>Site specifics (e.g. topography, pylons) – are there any issues that would prevent/limit development? Could development improve an existing issue?</b></p>	<p>The presence of site specific issues can significantly affect deliverability through their impact on achievability, availability and suitability. Identifying site specific issues through the SLAA ensures sites are not allocated which are not capable of being delivered within reasonable timescales.</p>	<p><b>Green</b> – no site specific issues affecting deliverability.</p> <p><b>Amber</b> – some site specific issues but not significant enough affect the site’s deliverability.</p> <p><b>Red</b> – significant site specific issues which are likely to affect the site’s deliverability.</p>
<p><b>Nature of the site – is it brownfield or greenfield?</b></p>	<p>The inclusion of this criterion reflects the NPPF’s preference for utilising previously developed land over greenfield land.</p>	<p><b>Green</b> – brownfield (approx. 75% plus).</p> <p><b>Amber</b> – part brownfield, part greenfield.</p> <p><b>Red</b> – greenfield (approx. 75% plus).</p>
<p><b>What is the agricultural land classification?</b></p>	<p>The NPPF states that local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. The most obvious way of doing this is identifying the quality of agricultural land on potential development sites through the SLAA.</p>	<p><b>Green</b> – Grades 4-5 (50% or more).</p> <p><b>Amber</b> – Grades 3a or 3b (50% or more, or a mix of categories).</p> <p><b>Red</b> – Grades 1-2 (50% or more).</p>
<p><b>Impact of neighbouring uses (e.g. noise, smell, amenity) – would development be likely to be negatively impacted by, or to cause negative impact on, neighbouring areas?</b></p>	<p>The NPPF requires plan makers to achieve high-quality design and good standards of amenity for occupants. Ensuring sensitive uses such as housing is not located in close proximity to other uses which may compromise the health and wellbeing of occupants is fundamental to achieving these objectives.</p>	<p><b>Green</b> – there are no neighbouring use issues or development would reduce existing issues arising from neighbouring uses.</p> <p><b>Amber</b> – there is a possibility development would result in some neighbouring use issues.</p> <p><b>Red</b> – there is a strong possibility development would be significantly affected by neighbouring use issues.</p>

**Is the site within or close to an Air Quality Management Area (AQMA)?**

The NPPF recognises the role the planning system plays in reducing pollution and limiting development which contributes to poor air quality. Locally, Colchester has an AQMA to help manage air quality in the town centre. Therefore this criterion only applies to sites within or close to this area. More details can be found on the AQMA on the Council's website.

**Green** – the site is not in the proximity of an AQMA.

**Amber** – the site is located in the proximity of an AQMA but is not located close enough to have a direct impact on it.

**Red** – the site is located within or close to an AQMA.

**Is the site within a neighbourhood plan area?**

The NPPF supports the development of neighbourhood plans as a way of involving local people in the planning process. Identifying whether a site falls within a neighbourhood plan area in the SLAA allows for the Council to take this into account before planning decisions are made about these areas.

**Green** – not within a neighbourhood planning area.

**Amber** – is within a neighbourhood plan area, but the plan is not seeking to allocate sites, or there is a likelihood that the parish council will seek neighbourhood planning status in the near future.

**Red** – yes and the neighbourhood plan is looking at making site allocations.

**Landscape impact – would development harm landscape character or setting, particularly relevant to the AONB and undeveloped coastal areas (including areas outside of the Borough boundary)?**

The NPPF recognises the intrinsic character and beauty of the countryside and promotes the use of the planning system to protect and enhance valued landscapes. The NPPF also states that great weight should be given to conserving landscape and scenic beauty in AONBs.

**Green** – no identified landscape impact issues or landscape issues could be adequately mitigated against.

**Amber** – there is a possibility of landscape impact issues arising from new development which would require additional assessment.

**Red** – there is a strong possibility of landscape issues arising which could not be mitigated against.

The Council has commissioned numerous studies on landscape character which were used to inform the outcomes to this criterion. These include the Open Countryside Report, Landscape Character Assessment and Urban Fringe Report (see Council's website evidence base for details of these reports).



**Impact on areas of biological or geological importance – would development be likely to cause harm to these areas / is the site covered, or partially covered, by a local designation?**

According to the NPPF the planning system should contribute to and enhance the natural and local environment by protecting valued biodiversity and geological interests and where possible providing net gains in biodiversity.

**Green** – no potential harm.

**Amber** – there is a possibility of harm arising from new development which would require additional assessment.

**Red** – there is a strong possibility of harm arising from new development which could not be mitigated against.

**Impact on archaeological and heritage assets – would development of the site be likely to cause harm to any such assets or their setting?**

The NPPF states that local planning authorities should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. Furthermore the NPPF states that when considering the impact of proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

**Green** – no potential harm.

**Amber** – there is a possibility of harm arising from new development which would require additional assessment.

**Red** – there is a strong possibility of harm arising from new development which could not be mitigated against.

**Impact on open space – would development of the site result in the loss of, or partial loss of, designated open space, a PRoW, or a bridleway?**

The NPPF promotes the protection and enhancement of existing open space, public rights of way and bridleways. It does this by stating that open space should only be built on if an assessment deems the space to be surplus to requirements; the loss resulting from the development would be replaced by equivalent or better provision; the development is for alternative sports and recreational provision which clearly outweighs the loss. Public rights of way also have additional legal protection.

**Green** – development would not result in the loss of open space, public right of way or bridleway.

**Amber** – development would result in the loss of some open space but adequate mitigation could be undertaken to enhance the remaining open space.

**Red** – development would result in the loss of open space, public right of way or bridleway which could not be mitigated against.

**Flood risk – is the site within, or partially within, an area of flood risk (including Critical Drainage Areas)?**

Within the NPPF there is a strong commitment to use the planning system to minimise vulnerability and improve resilience to the impacts of climate change. This includes making sure that inappropriate development in areas at risk of flooding is avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. By taking account of a site's flood risk this can be factored in to decisions regarding its allocation for development.

**Green** – the site is located in flood zone 1 with no area of the site within or adjacent to flood zone 2 or 3.

**Amber** – the site is predominately located in flood risk 1 but with substantial areas of the site within or adjacent to flood zone 2 or 3.

**Red** – the site is predominately within flood zone 2 or 3.

**Drainage – can suitable drainage for the site be provided? Will development of the site increase the risk of flooding on site or elsewhere?**

As with the flood risk criterion above, the benefits of providing adequate drainage is also supported by the NPPF.

This criterion was directly informed by an Anglian Water study commissioned by the Council for the emerging Local Plan.

**Views – are there any key views to or from the site?**

As mentioned in the landscape impact criterion above, the NPPF makes reference to the importance of land of high environmental value. By factoring in to the decision-making process the impact of development on key views, the SLAA ensures that valued views are given protection where it is feasible to do so.

**Green** – development would result in no impact or no key views were identified to or from the site.

**Amber** – development would have an impact on key views but is capable of adequate mitigation (for example through well-designed layout, massing and landscaping).

**Red** – development would result in substantial harm to key views which would not be capable of being mitigated against.

<b>Distance to bus stop with a frequent service at least six days a week (or could a new bus service be incorporated into the development?)</b>	The NPPF states encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. It further states that In preparing local plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.	<p><b>Green</b> – up to 400m.</p> <p><b>Amber</b> – 401m - 800m.</p> <p><b>Red</b> – over 800m.</p>
<b>Distance to train station with a frequent service at least six days a week</b>	The NPPF states encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. It further states that In preparing local plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.	<p>This criterion was measured as the crow flies however major obstacles such as the need to cross busy roads, railway lines, etc were also taken into account.</p> <p><b>Green</b> – up to 2,000m.</p> <p><b>Amber</b> – 2,001m – 4,000m.</p> <p><b>Red</b> – over 4,000m.</p>
<b>Distance to primary school (or could a new school be provided as part of new development?)</b>	The NPPF states encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Identifying the distance from proposed sites to key services ensures the most sustainable sites are given preference.	<p>This criterion was measured as the crow flies however major obstacles such as the need to cross busy roads, railway lines, etc were also taken into account.</p> <p><b>Green</b> – up to 400m.</p> <p><b>Amber</b> – 401m – 800m.</p> <p><b>Red</b> – over 800m.</p>
<b>Distance to secondary school (or could a new school be provided as part of new development)</b>	The NPPF states encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Identifying the distance from proposed sites to key services ensures the most sustainable sites are given preference.	<p>This criterion was measured as the crow flies however major obstacles such as the need to cross busy roads, railway lines, etc were also taken into account.</p> <p><b>Green</b> – up to 1,200m.</p> <p><b>Amber</b> – 1,201m – 2,000m.</p> <p><b>Red</b> – over 2,000m.</p>

<b>Distance to health services (or could new health services be provided as part of development of the site?)</b>	The NPPF states encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Identifying the distance from proposed sites to key services ensures the most sustainable sites are given preference.	This criterion was measured as the crow flies however major obstacles such as the need to cross busy roads, railway lines, etc were also taken into account.  <b>Green</b> – up to 400m.  <b>Amber</b> – 401m – 800m.  <b>Red</b> – over 800m.
<b>Distance to town, neighbourhood, rural district or urban district centre (or would it be likely that a new centre will be provided as part of development of the site?)</b>	The NPPF states encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Identifying the distance from proposed sites to key services ensures the most sustainable sites are given preference.	This criterion was measured as the crow flies however major obstacles such as the need to cross busy roads, railway lines, etc were also taken into account.  Undesignated facilities and services were also taken into account in this measurement.  <b>Green</b> – up to 800m.  <b>Amber</b> – 801m – 1,200m.  <b>Red</b> – over 1,200m.
<b>Distance to Strategic Employment Zone or Colchester Town Centre (whichever is closest) (or would employment opportunities be likely to be created as part of development of the site?)</b>	The NPPF states encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Identifying the distance from proposed sites to key services ensures the most sustainable sites are given preference.	This criterion was measured as the crow flies however major obstacles such as the need to cross busy roads, railway lines, etc were also taken into account.  <b>Green</b> – up to 800m.  <b>Amber</b> – 801m – 1,200m.  <b>Red</b> – over 1,200m.
<b>Distance to play area (or would new play facilities be likely to be provided as part of the development of the site?)</b>	The NPPF states encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Identifying the distance from proposed sites to key services ensures the most sustainable sites are given preference.	This criterion was measured as the crow flies however major obstacles such as the need to cross busy roads, railway lines, etc were also taken into account.  <b>Green</b> – up to 400m.  <b>Amber</b> – 401m – 800m.  <b>Red</b> – over 800m.

**Distance to park/public open space (or would new open space / parks be incorporated into the development of the site?)**

The NPPF states encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Identifying the distance from proposed sites to key services ensures the most sustainable sites are given preference.

This criterion was measured as the crow flies however major obstacles such as the need to cross busy roads, railway lines, etc were also taken into account.

**Green** – up to 800m.

**Amber** – 801m – 1,200m.

**Red** – over 1,200m.

*Availability criteria (Stage 3)*

A site is considered to be available for development if the land owner has promoted the site for development, for example through the call for sites process. The availability of a site could be adversely affected if it is in multiple ownership and the intentions of all interested parties are not known. A site's availability for development is a key determinant of its overall deliverability.

Assessment criterion	Policy drivers/justification	Notes
<b>Has the site been promoted for development?</b>	The NPPF requires local planning authorities to have an up-to-date supply of deliverable housing sites to meet identified need. For sites to be considered deliverable they must be available to be developed. The Council's call for sites process was a key part of establishing the location and scale of land available for development and served to provide the Council with reasonable assumptions about an individual site's availability.	<p><b>Green</b> – yes, the site has been promoted.</p> <p><b>Amber</b> – no, but it was submitted by the site owner through the call for sites process.</p> <p><b>Red</b> – no, the site has not been put forward for allocation by the landowner, or promoted for development.</p>
<b>Site ownership</b>	Assessing a site's availability is a key component of its overall deliverability. Information regarding any issues with the land's ownership are important to this assessment.	<p><b>Green</b> – the site is in single or joint (max two owners) ownership.</p> <p><b>Amber</b> – the site is owned by three or more different parties or the intentions of a part owner are not known.</p> <p><b>Red</b> – the site's ownership is not known or it is in multiple ownership (more than three owners).</p>
<b>Is the site currently in use and is it likely to continue to be used for the foreseeable future / would that use prevent development on the site from coming forward?</b>	Assessing a site's availability is a key component of its overall deliverability. Information regarding its current use is important in determining the timescale of it being available to be developed.	<p><b>Green</b> – site is vacant or its current use can cease at short notice .</p> <p><b>Amber</b> – site is occupied/in use but its current use does not require relocation.</p> <p><b>Red</b> – site is occupied/in use and there are likely to be significant delays to relocating its current use.</p>

*Achievability criteria (Stage 4)*

A site is considered to be achievable if it is feasible to actually develop the site and whether it is financially viable to do so. For example a site could be both suitable and available but the level of financial mitigation required to make it acceptable could result in the site being considered unviable. The criteria are therefore framed around assessing the costs of mitigation to the site itself and the assessing the impact on facilities and services the future site will be reliant on.

Assessment criterion	Policy drivers/justification	Notes
<b>Viability – is development of the site economically viable? Are there any factors which could limit its viability?</b>	Economic viability is a key component of a site’s deliverability as defined in the NPPF. Establishing the viability of development sites ensures that decisions on future allocations take into account any abnormal costs which may affect development outcomes (such as reduced planning contributions).	<p><b>Green</b> – no viability constraints were identified by the site promoter.</p> <p><b>Amber</b> – there is a possibility of viability issues which will not significantly affect development outcomes.</p> <p><b>Red</b> – there is a possibility of viability issues significantly affecting development outcomes.</p>
<b>Ransom strip – does the development of, or access to, the site rely on another piece of land, and has that land been put forward for development?</b>	Ransom strips can prevent development from coming forward altogether or render development unviable. Establishing the presence of ransom strips through the SLAA provides the Council with reasonable assumptions about a site’s achievability.	<p><b>Green</b> – there is no ransom strip identified.</p> <p><b>Amber</b> – there is an unconfirmed possibility of a ransom strip being present.</p> <p><b>Red</b> – there is a ransom strip present with no information regarding the intentions of the land owner of the ransom strip.</p>

**Is the land currently protected for an alternative use (including minerals allocations and waste allocation (and proposed allocations))?**

Land may be protected for a number of different uses irrespective of the land ownership. For example land may be designated as open space where there is a history of such use or land may be safeguarded because of its value as a minerals extraction site.

In addition to assessing the impact of any current protected alternative uses, responses to this criterion were informed by ECC minerals and waste safeguarding zones including the allocations in the Replacement Minerals Local Plan and Replacement Waste Local Plan. Sites over a certain threshold are required by the policies contained in these plans to carry out a minerals resource assessment and this is reflected in the RAG rating.

**Green** – the site is not protected for any alternative use.

**Amber** – the site is protected for an alternative use however there is evidence to suggest that the site could or should be released for an alternative use.

**Red** – the site is protected for an alternative use and there is no evidence to suggest the site should be released for an alternative use.

**Contamination – is the site contaminated or partially contaminated?**

Contamination can have a significant effect on the achievability of sites, particularly if the contamination requires costly remediative action. Establishing the presence of contamination in the SLAA ensures that the Council can make reasonable assumptions about sites' achievability for development.

Information has been provided by the Council's Land Contamination Officer and Contamination Register to inform this criterion.

**Green** – no contamination issues foreseen.

**Amber** – there is a possibility of contamination which can be remediated without affecting development viability.

**Red** – there is a strong possibility of contamination and remediation measures are likely to affect development viability.

**Infrastructure requirements – does the site require the provision of any unique or large infrastructure to support its development?**

Infrastructure requirements are often required to support large development schemes. Although this requirement is normally factored into development project delivery timescales, it is important for the SLAA to take into account any site specific requirements

**Green** – no requirement for supporting infrastructure.

**Amber** – the site requires infrastructure provision but its delivery is not foreseen to affect overall achievability.

**Red** – the site requires infrastructure provision and its delivery is likely to affect



	which could hinder achievability.	achievability.
<b>Does a local GP surgery have the capacity to accommodate development of the site? (or would development be likely to provide new facilities?)</b>	An understanding of the capacity of health services, including GP surgeries, ensures that the Council and the NHS (through clinical commissioning groups) can make informed decisions about future funding opportunities.	Information on capacity has been provided by NHS England to inform this criterion.
<b>Does the local primary school have the capacity to accommodate development of the site? (or would development be likely to provide new facilities?)</b>	An understanding of the capacity of education facilities, including primary schools, ensures that the Council and ECC can make informed decisions about future funding opportunities.	Information on primary school capacity has been provided by Essex County Council to inform this criterion.
<b>Does the local secondary school have the capacity to accommodate development of the site? (or would development be likely to provide new facilities?)</b>	An understanding of the capacity of education facilities, including secondary schools, ensures that the Council and ECC can make informed decisions about future funding opportunities.	Information on secondary school capacity has been provided by Essex County Council to inform this criterion.
<b>Unimplemented permissions – does the site have a history of unimplemented permissions?</b>	A history of unimplemented permissions may demonstrate an issue with the deliverability of a site. Gathering such evidence through the SLAA provides the Council with reasonable assumptions about a site’s ability to contribute towards development land supply.	<b>Green</b> – No unimplemented permissions <b>Amber</b> – one or two recent lapsed permissions <b>Red</b> – a history of unimplemented permissions
<b>Are there any other known reasons why the development of this site for the specified purpose could raise issues not covered in the assessment criteria, or have unintended consequences – such as impeding the delivery of future infrastructure projects?</b>	The purpose of this criterion is to highlight any issues which may have been missed by the other criteria.	<b>Green</b> – no issue(s) identified. <b>Amber</b> – issue(s) have been identified but are not expected to have a significant effect on the developability of the site. <b>Red</b> – issue(s) have been identified which are likely to have a significant effect on the deliverability of the site.

## 6. SLAA OUTCOMES

All SLAA sites were assigned an overall RAG rating to demonstrate their development potential for their proposed use. RAG ratings were used to avoid the prescriptiveness of a number scoring system and allow for qualitative interpretation of a site's potential.

### *Red sites*

Sites sieved out during Stages 1a and 1b were automatically assigned a red RAG rating and no further assessment was necessary. Sites which passed both of the sieving stages were given a red rating if during the next stages of assessment an issue or issues with the site were highlighted which could not realistically be overcome through reasonable mitigation measures. Some sites which have already been committed for development, such as sites with existing allocations in the current Local Plan (2001-2021) or those with extant planning permission, have been classed as existing commitments in the new Local Plan and as such have been sieved out at Stage 1b. A number of issues with the site's suitability, availability and achievability could have collectively contributed to a red rating outcome. Essentially an overall red rating means the site is not considered to be deliverable or developable during the plan period.

### *Amber sites*

Sites assigned an amber rating had an issue or issues which whilst not significant enough to rule out development completely, were significant enough to be highlighted in the sites' ratings. Sites were given an amber rating if the issues affecting the site were able to be overcome through reasonable mitigation measures. For example sites with no current availability may have been given an amber rating if the site's suitability and achievability rated highly (in the expectation that the site would become available in the near future). Essentially an amber rating means the site needs further consideration of key issues before being allocated for development in the Local Plan.

### *Green sites*

Sites were given a green rating if there were no significant issues or collectively no issues which together were significant to the sites' deliverability or developability during the plan period.

## 7. NEXT STEPS

The SLAA involves identification and assessment of potential development sites but importantly it does not allocate sites for development in itself. The SLAA has been carried out without consideration of the overall housing and employment requirements of the Borough (in line with national policy<sup>5</sup>) therefore the capacity of all the SLAA sites with an amber or green rating far exceeds the emerging housing need evidence requirement of 14,720 new dwellings over the 16 year plan period.<sup>6</sup> As a result the SLAA sites which have not been given a red RAG rating will need to be considered in combination with the emerging spatial strategy, settlement boundary review, Local Plan housing and employment targets and other evidence base documents.

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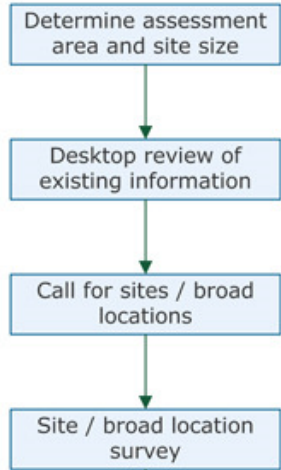
<sup>5</sup> Paragraph: 009 Reference ID: 3-009-20140306

<sup>6</sup> Objectively Assessed Housing Needs Study, Peter Brett Associates, November 2016.

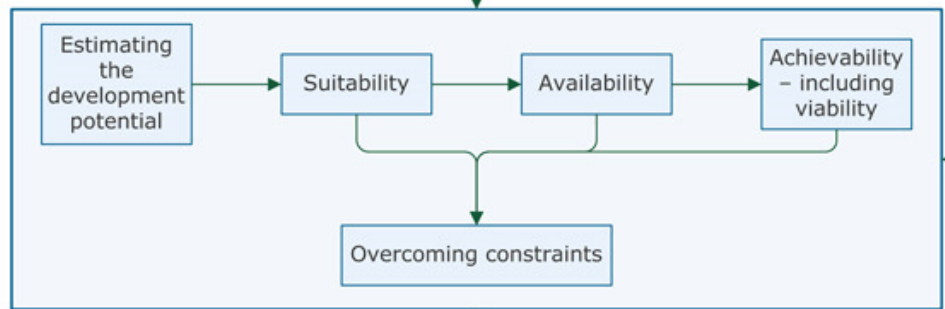
## Appendix 1 – PPG SLAA flowchart

(Paragraph: 006 Reference ID: 3-006-20140306)

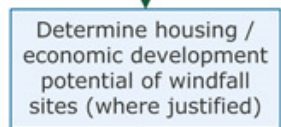
### Stage 1 - Site / broad location identification



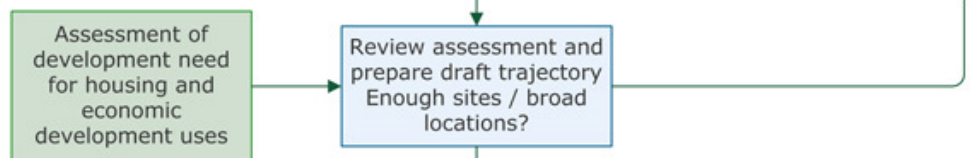
### Stage 2 - Site / broad location assessment



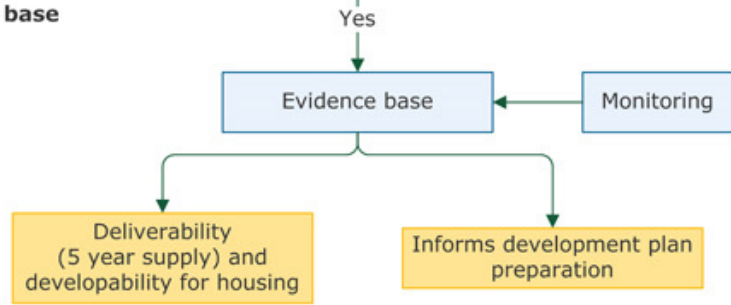
### Stage 3 - Windfall assessment



### Stage 4 - Assessment review

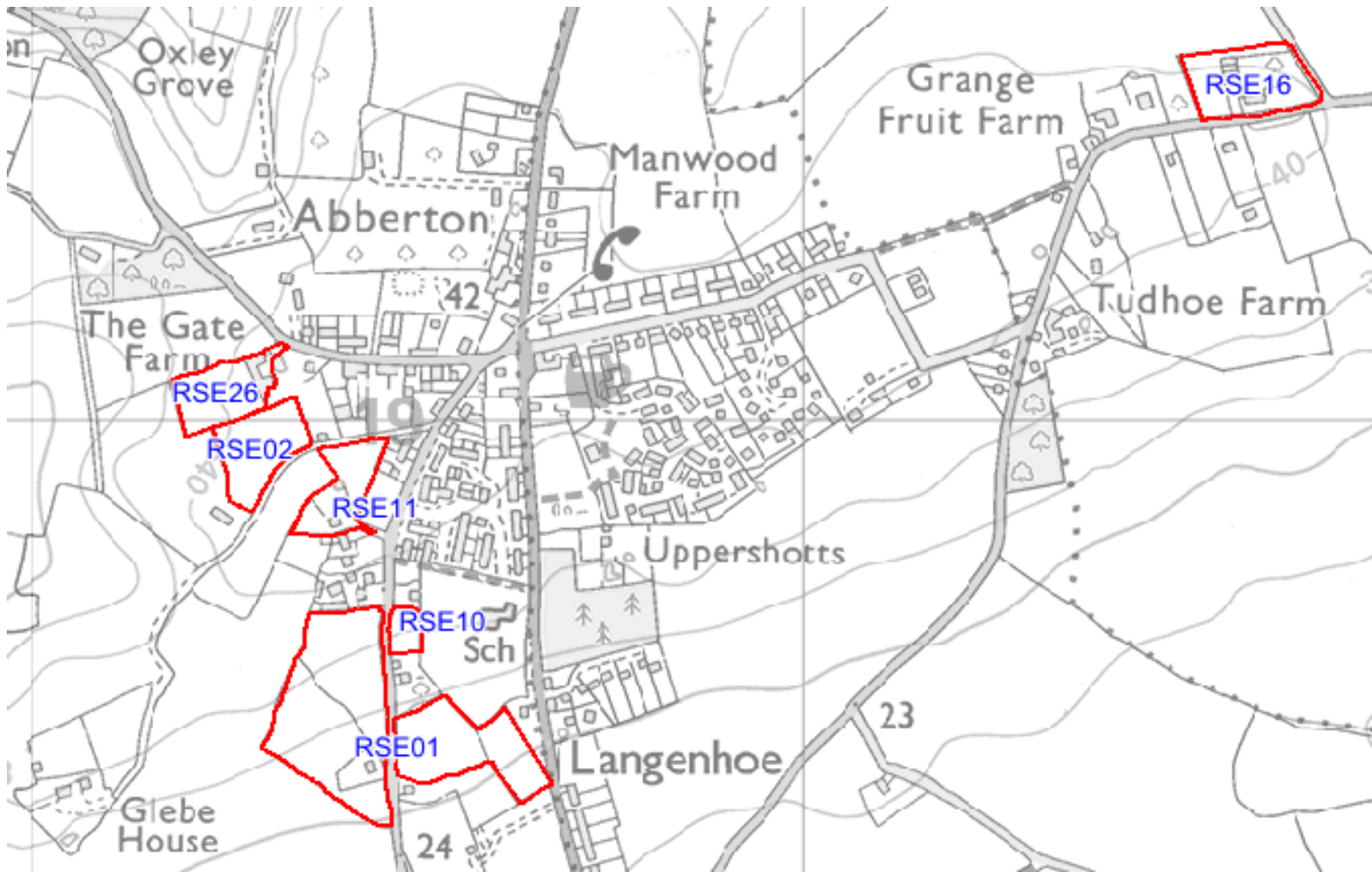


### Stage 5 - Final evidence base

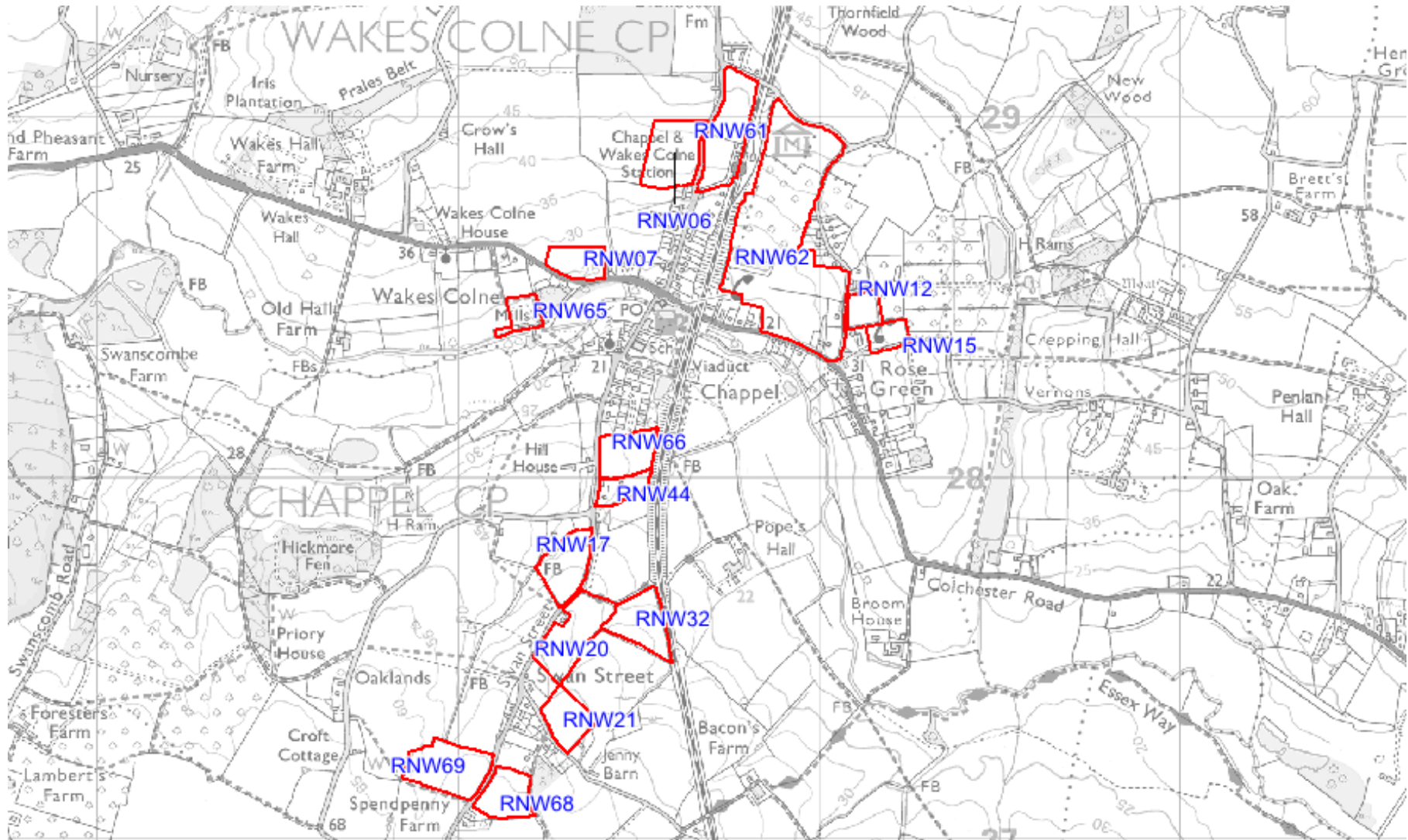


## **Appendix 2 – Maps of SLAA sites**

Abberton & Langenhoe

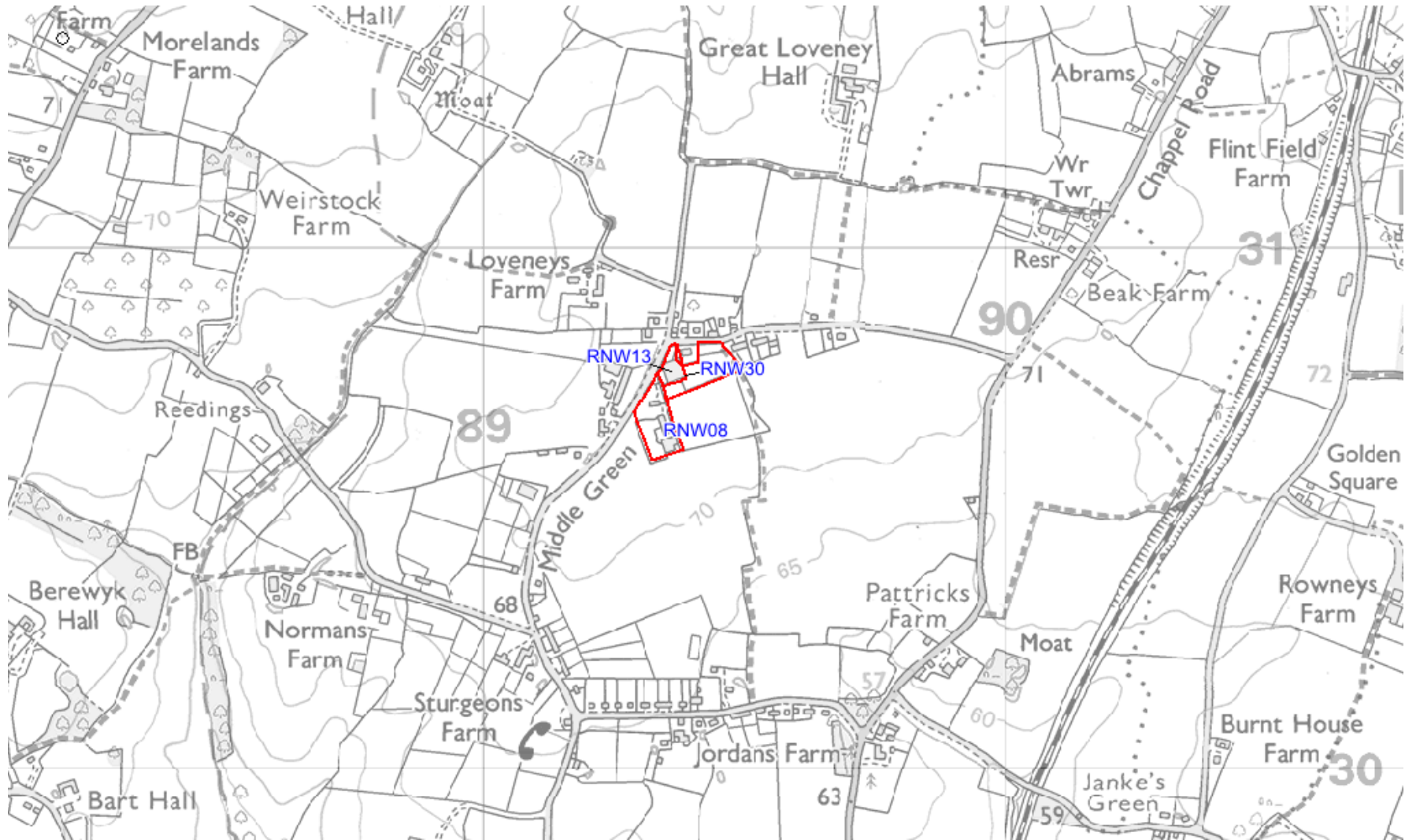


### Chappel & Wakes Colne 1



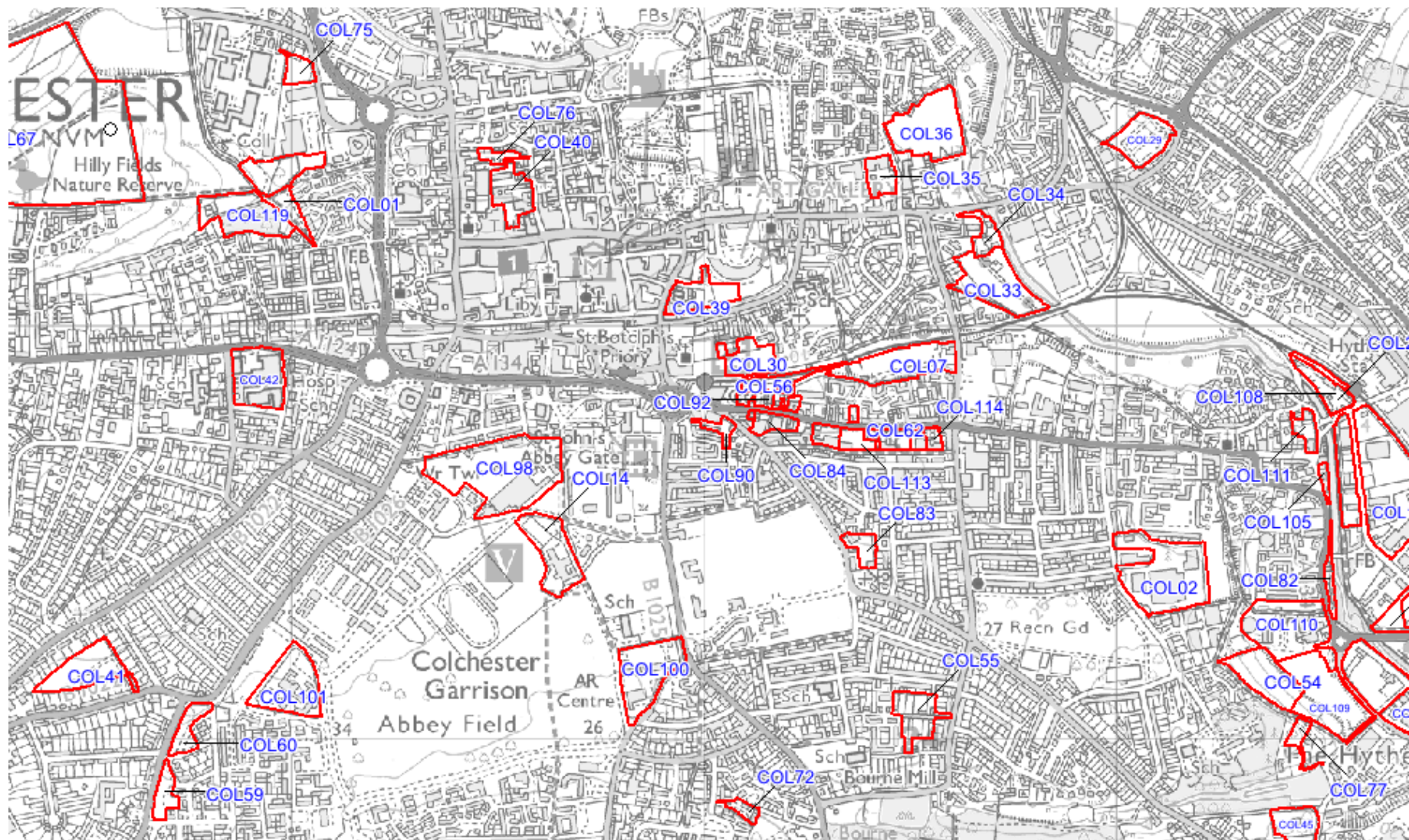


### Chappel & Wakes Colne 2





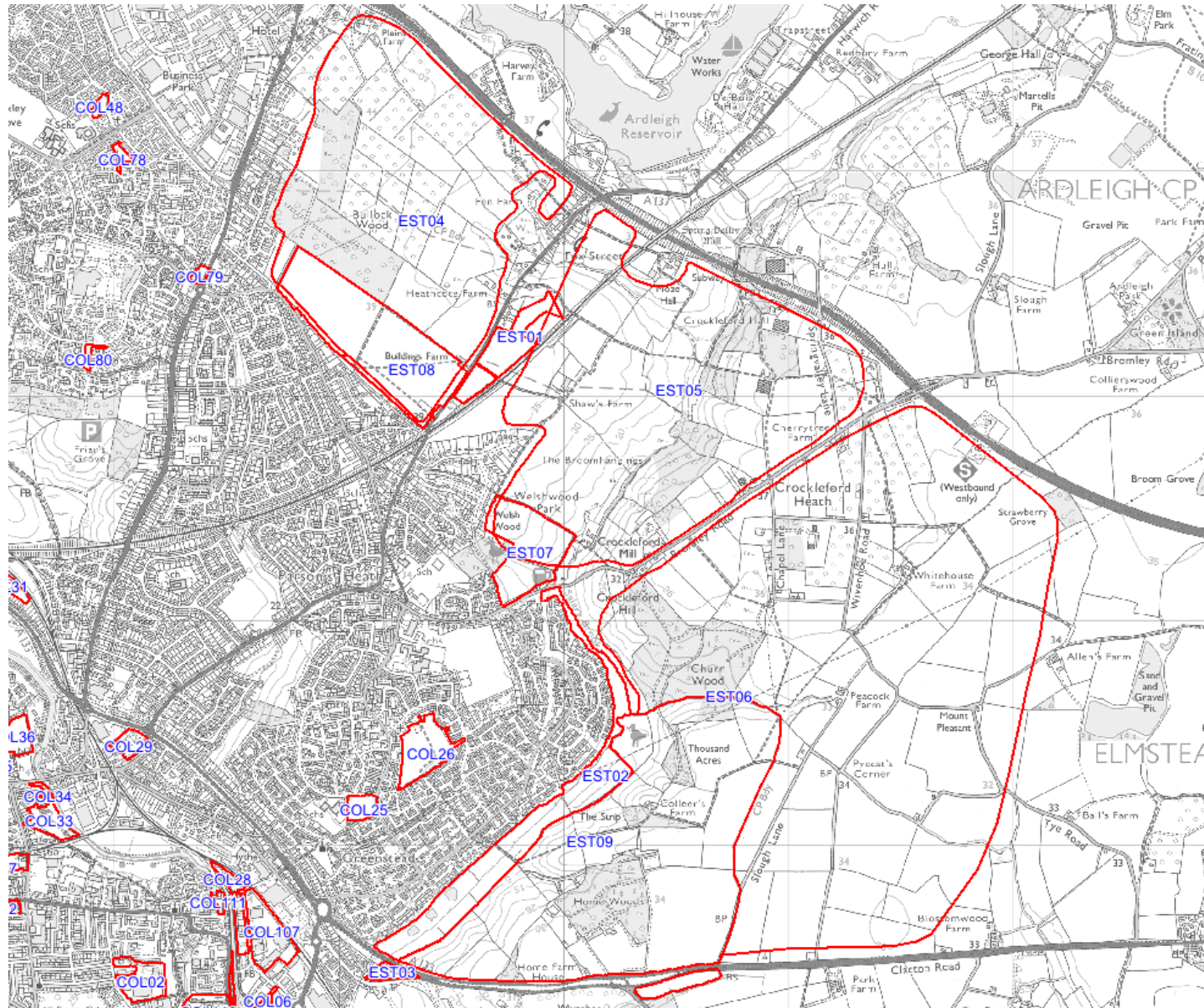
Colchester (town and central)



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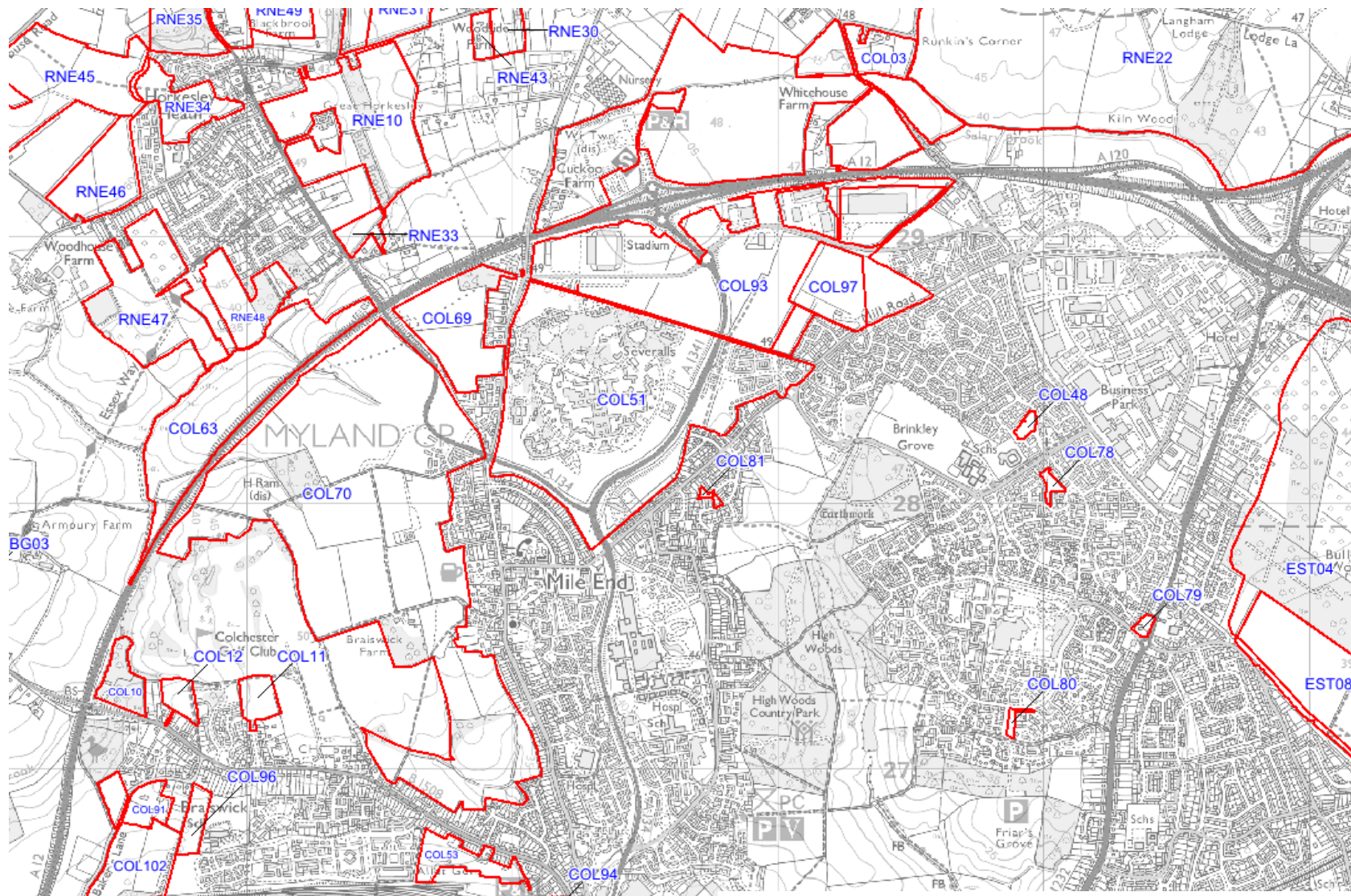


Colchester (land to the east of)





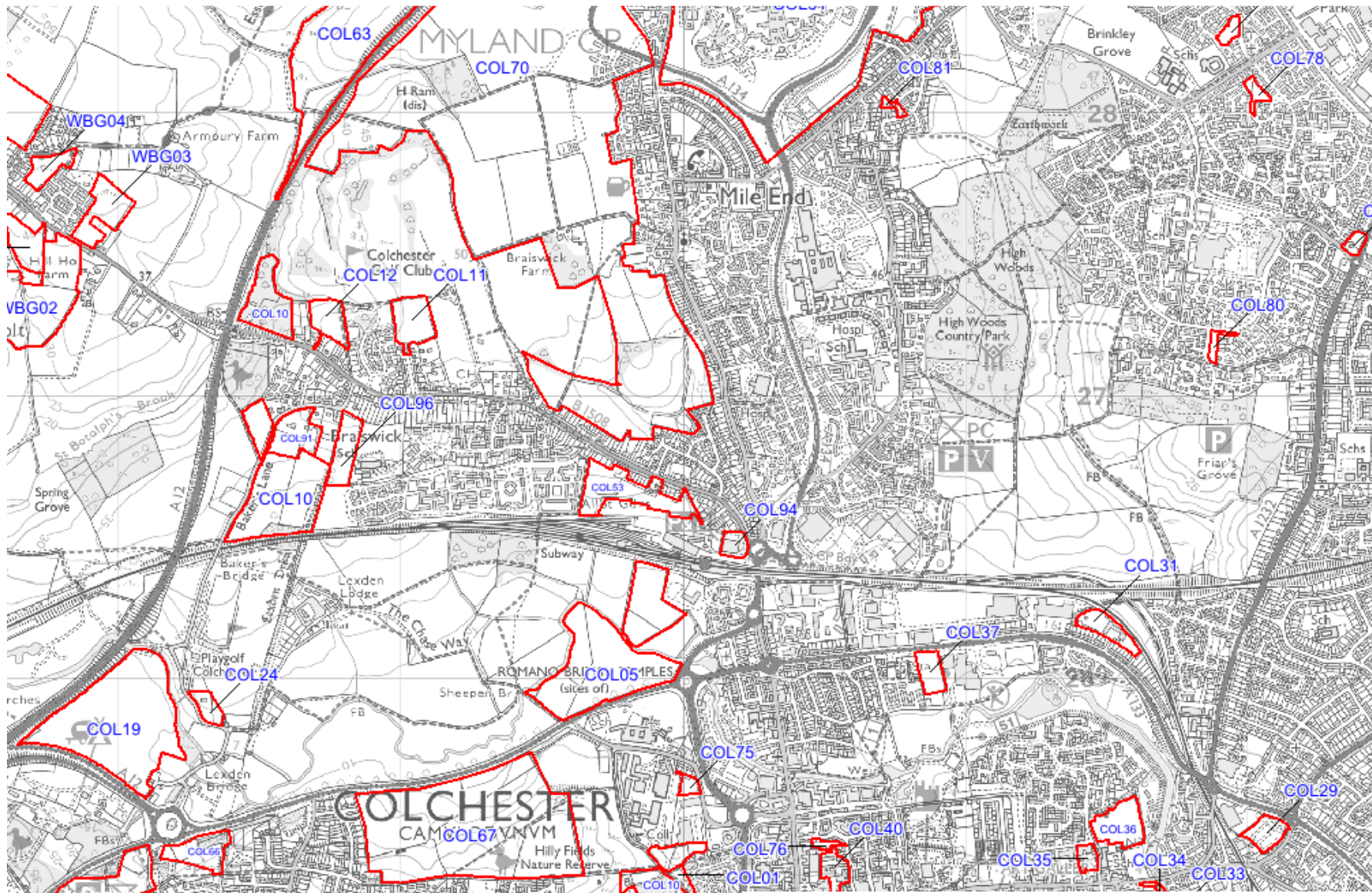
Colchester (north)



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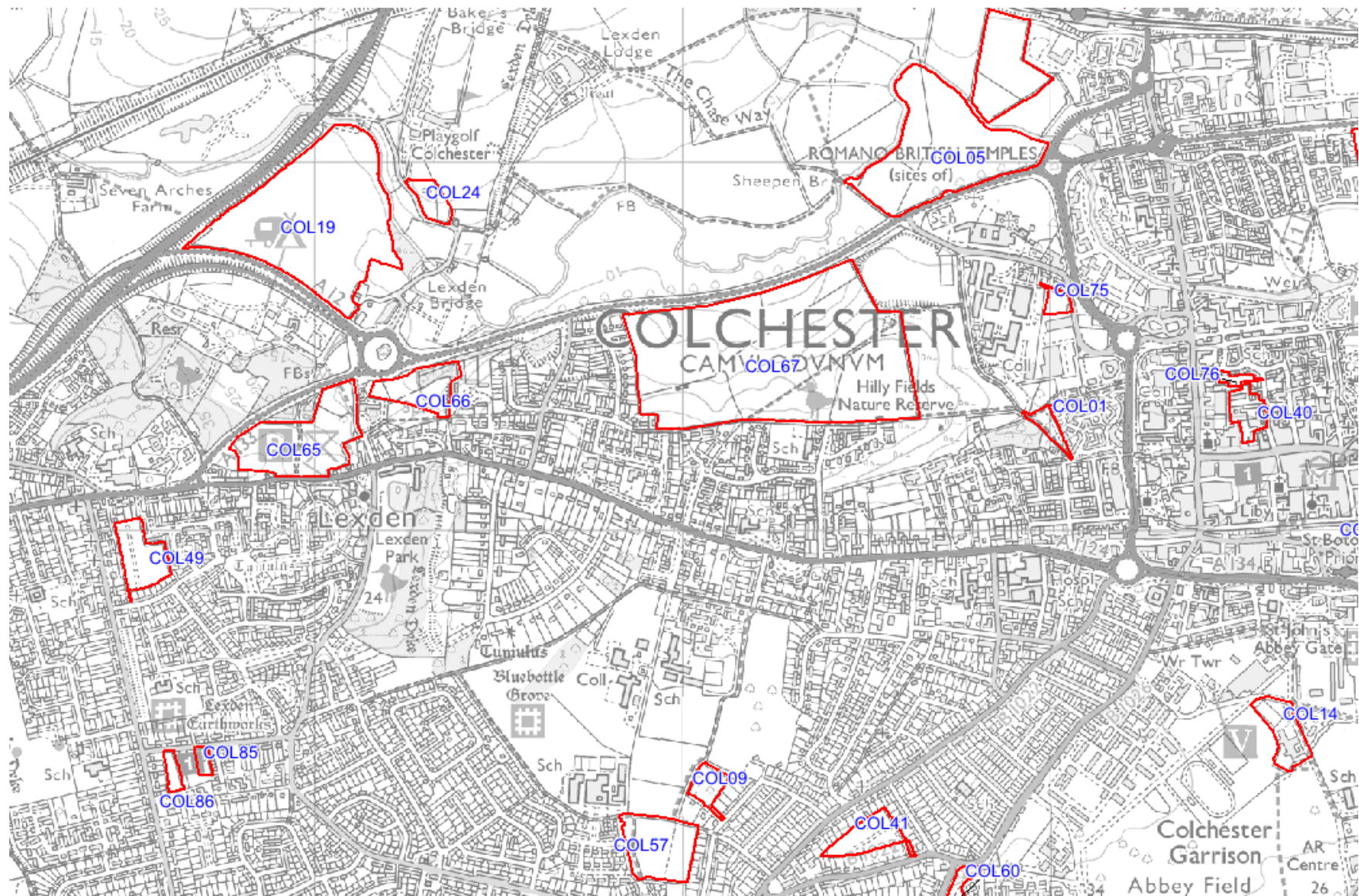


Colchester (north west)



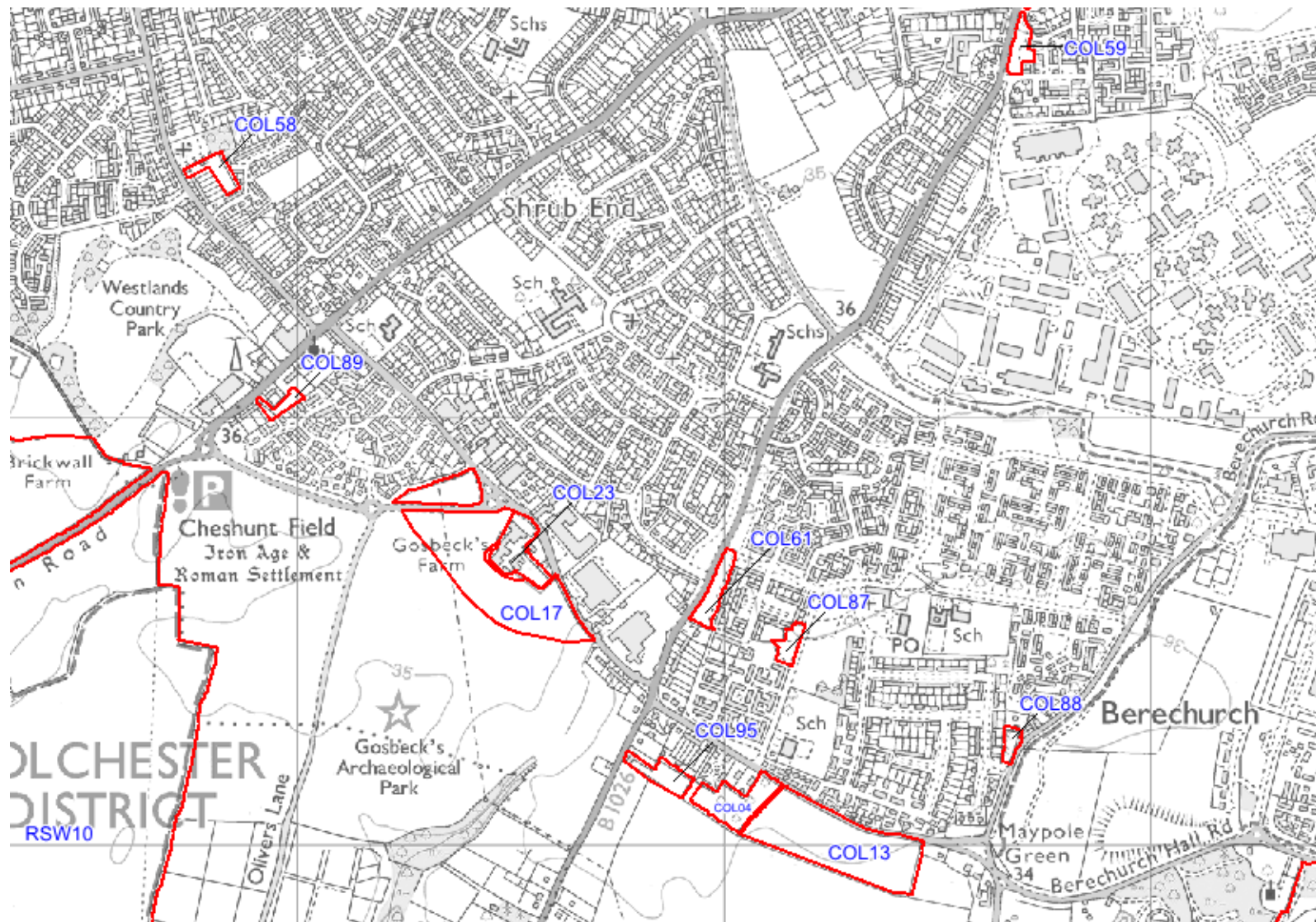


Colchester (west)





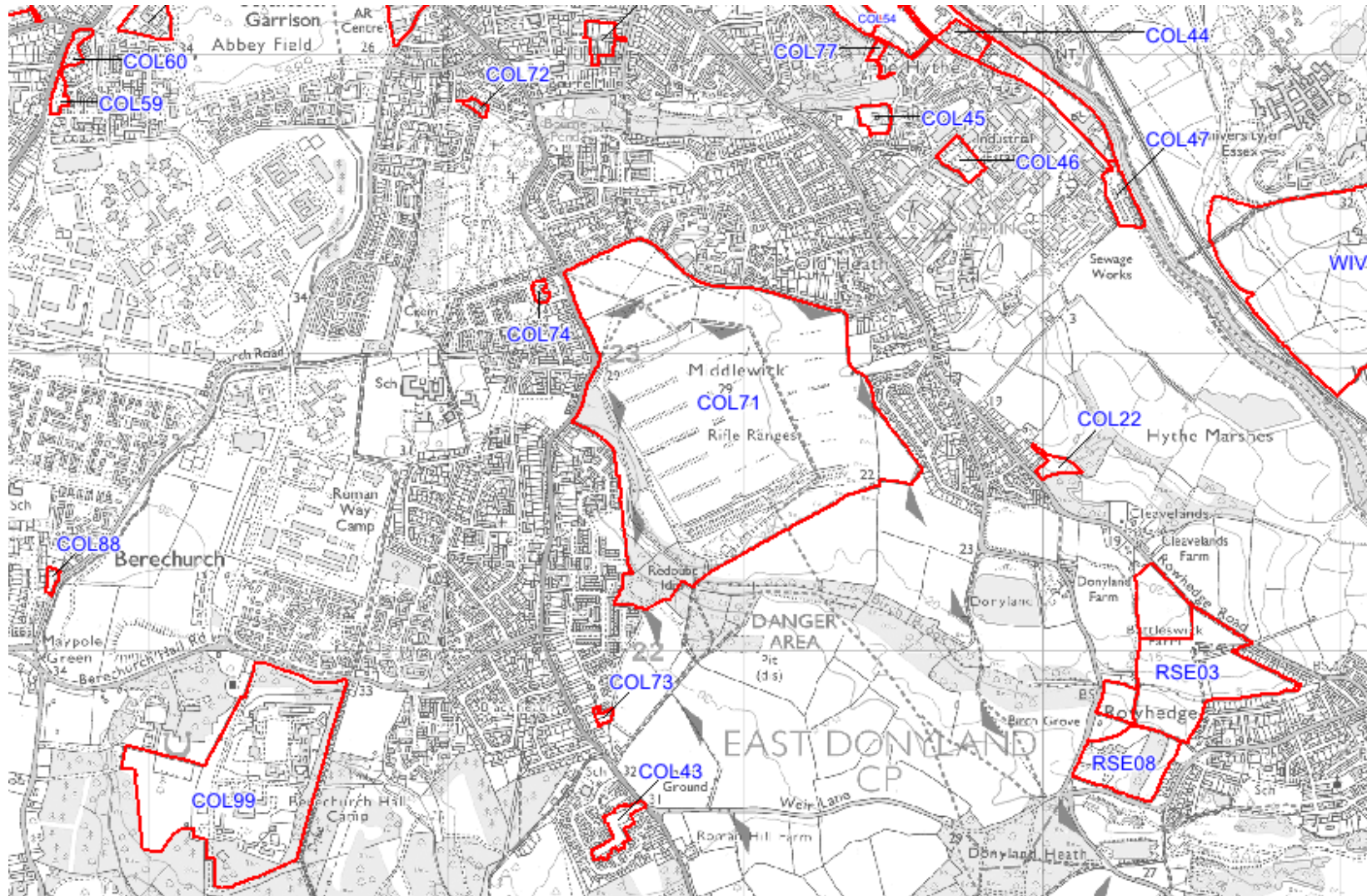
Colchester (south west)



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Colchester (south east)

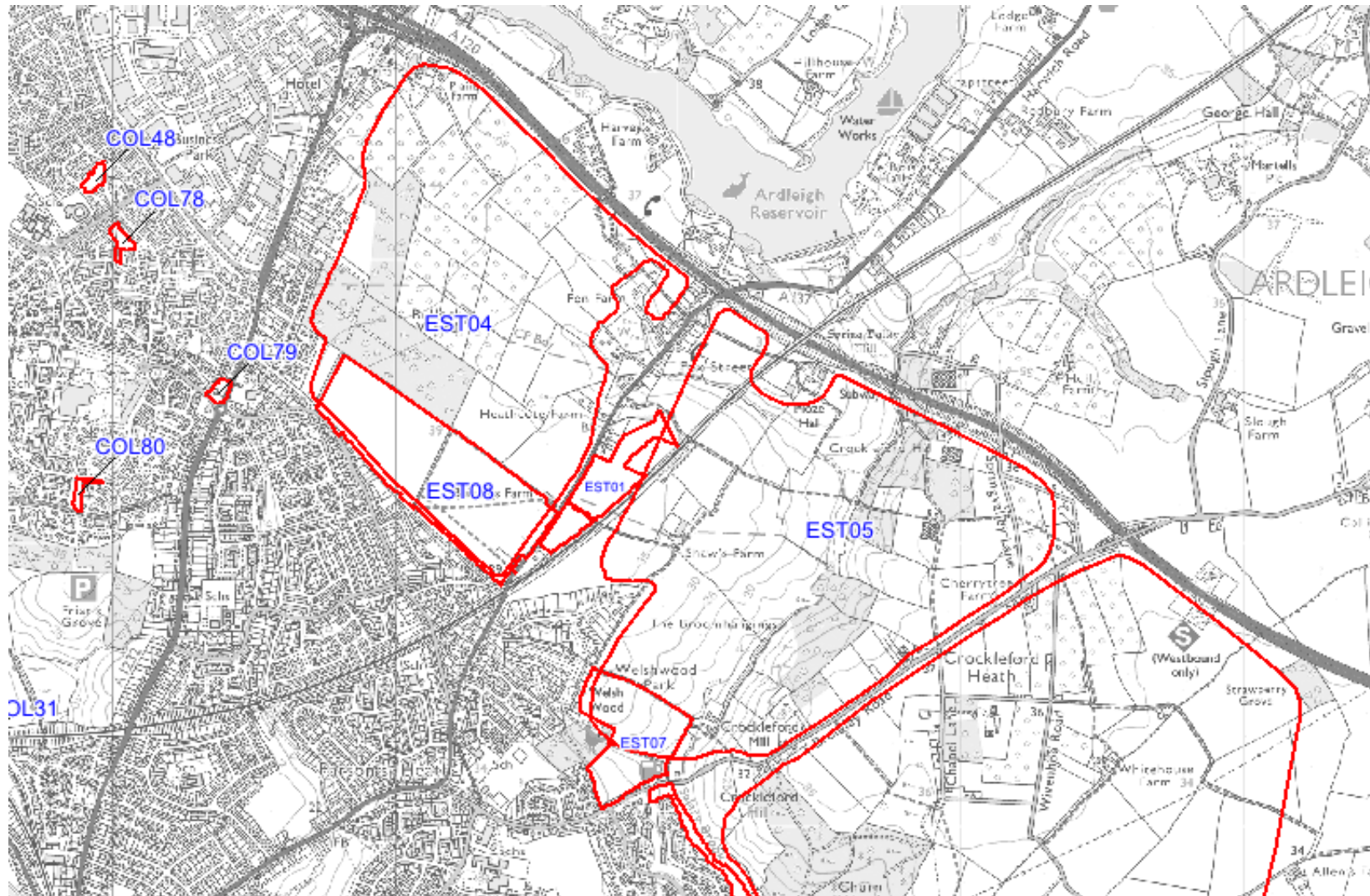




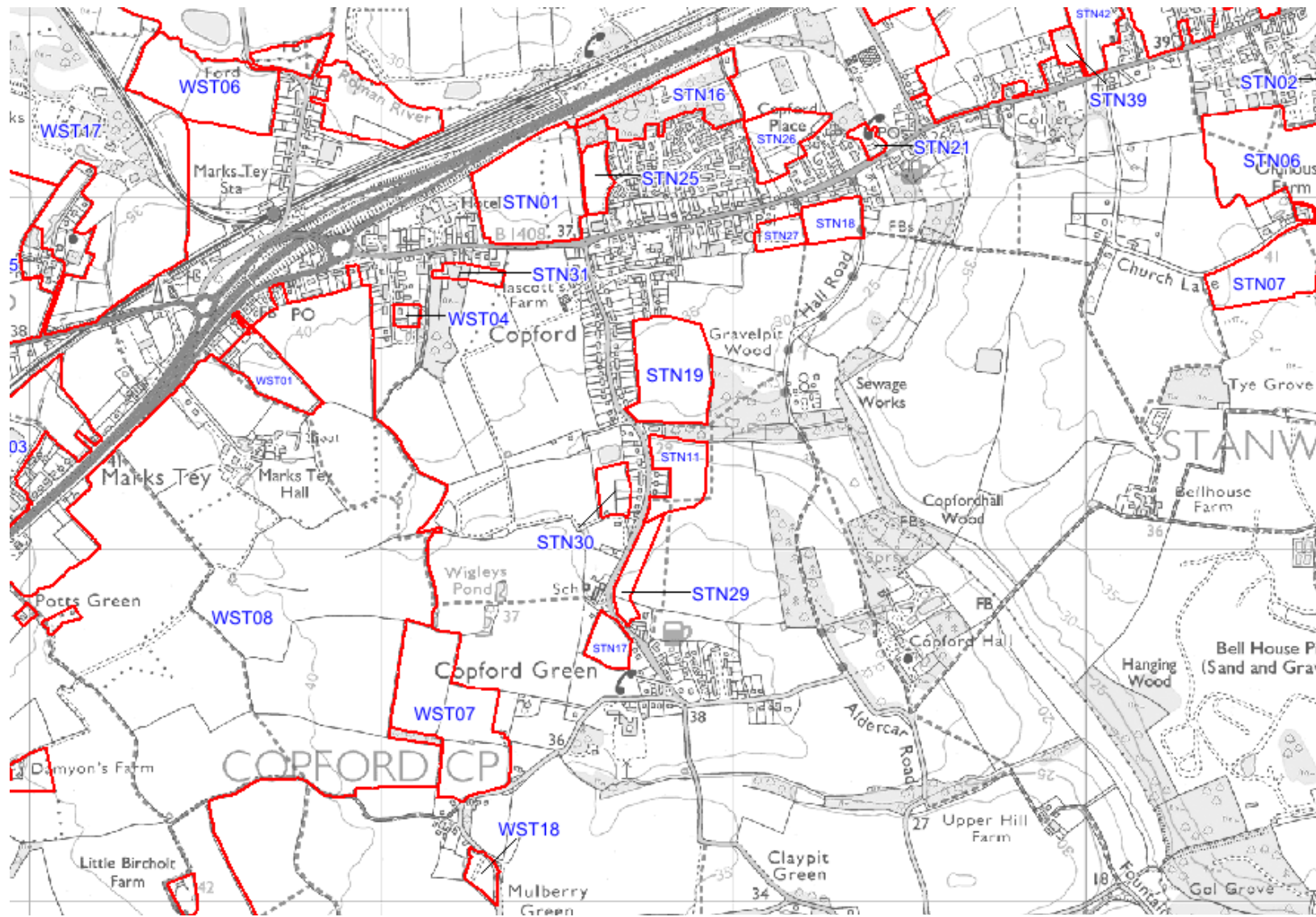




Colchester (north east)



### Copford & Copford Green



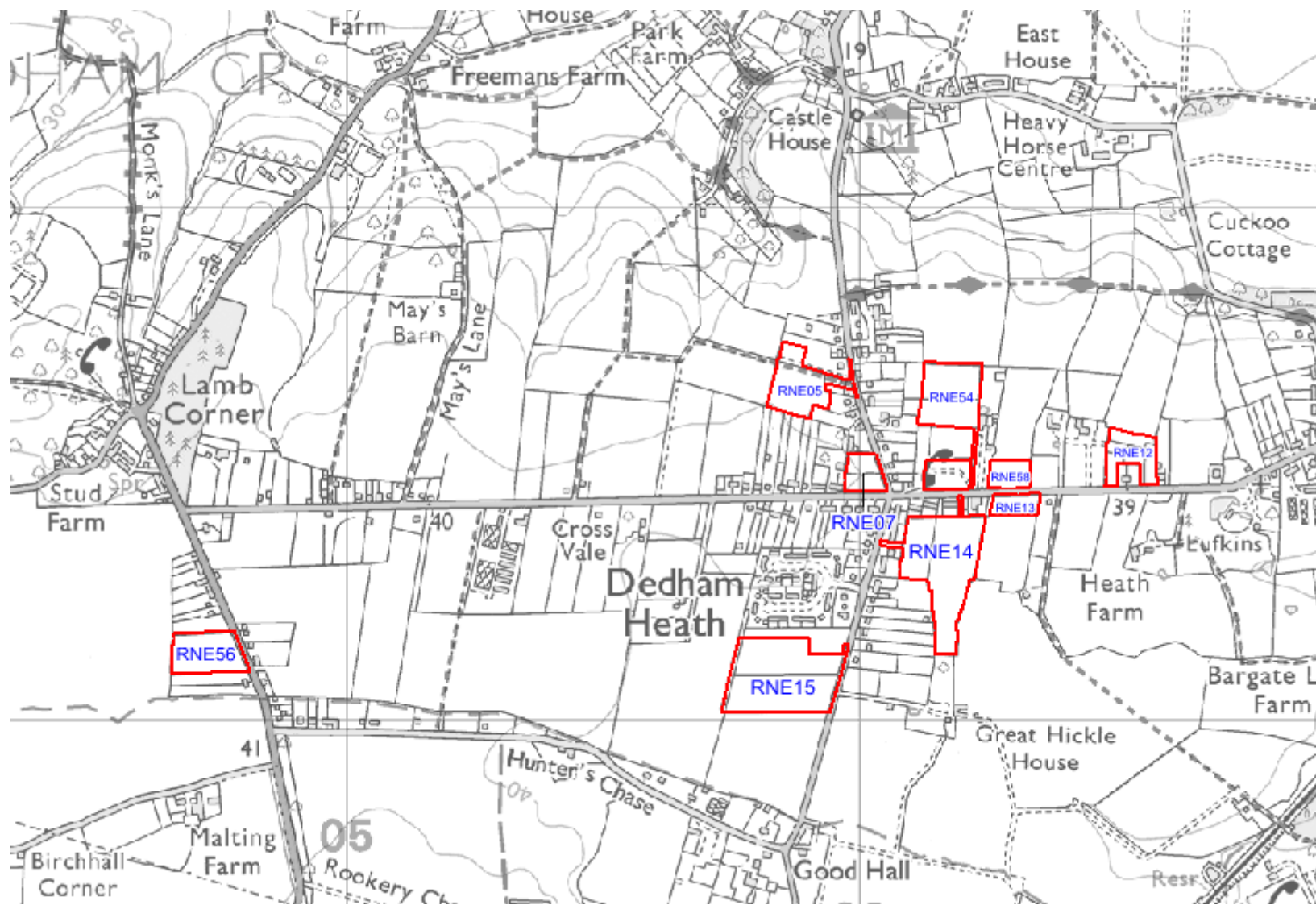
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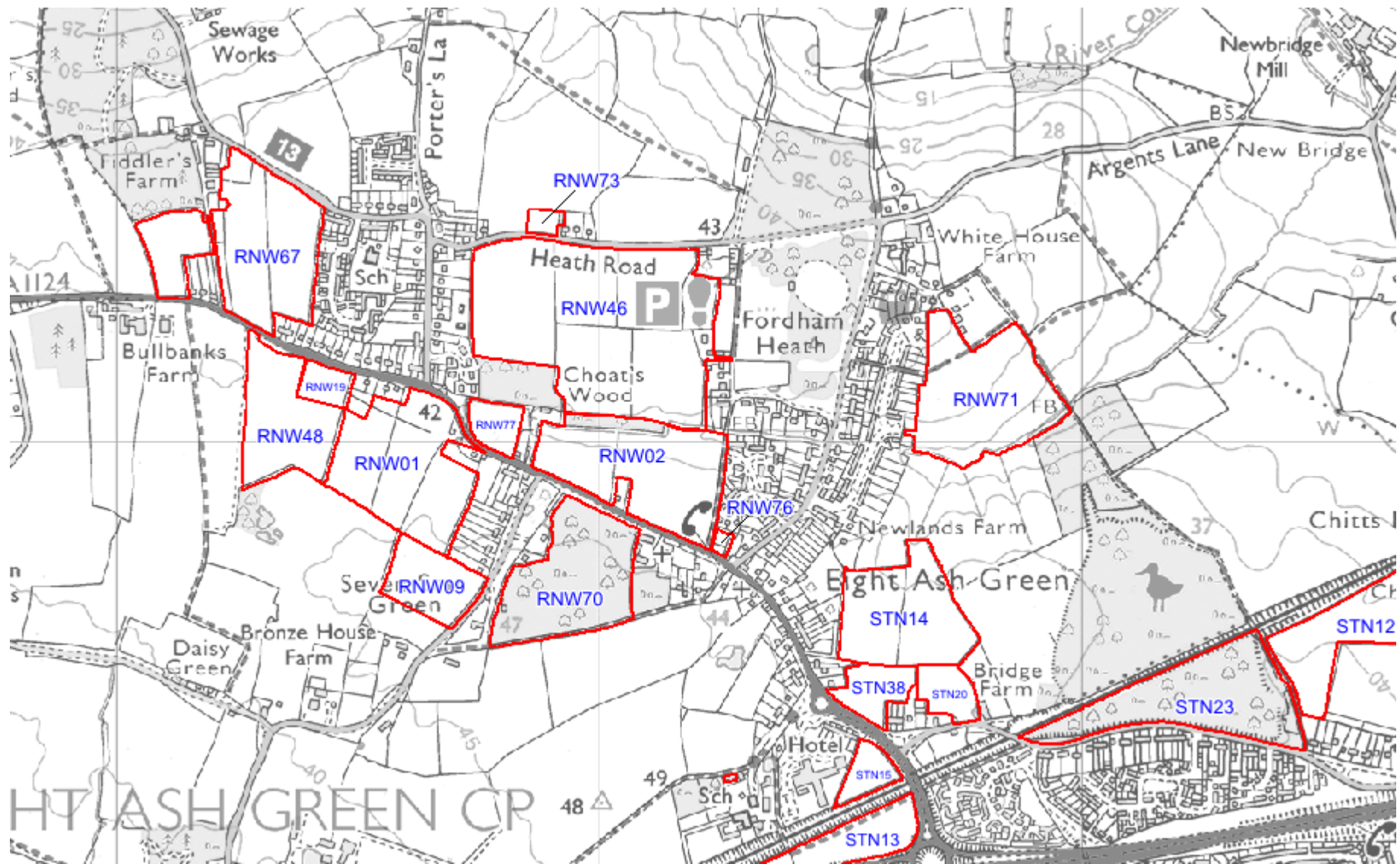
### Dedham



### Dedham Heath

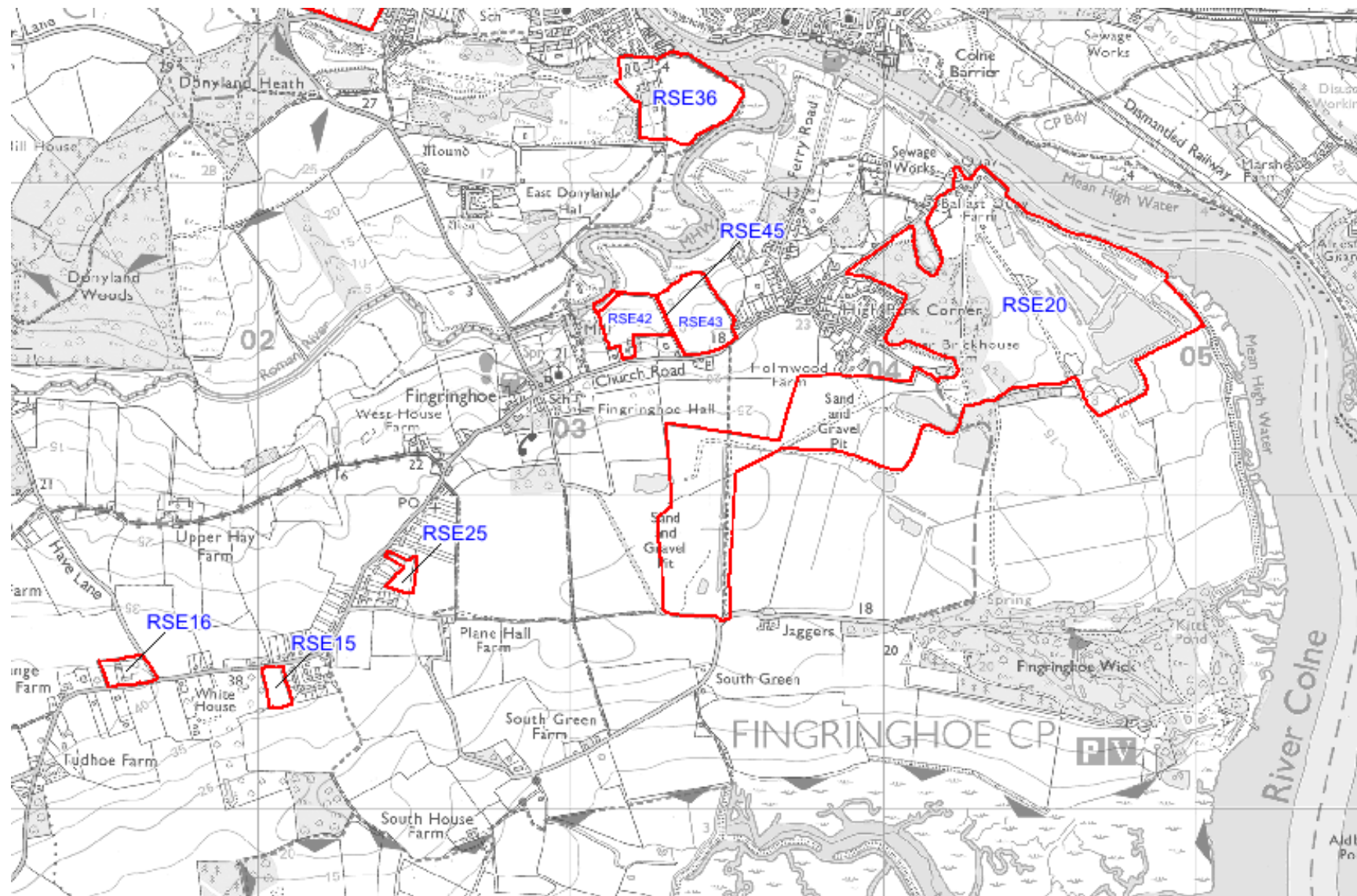


### Eight Ash Green

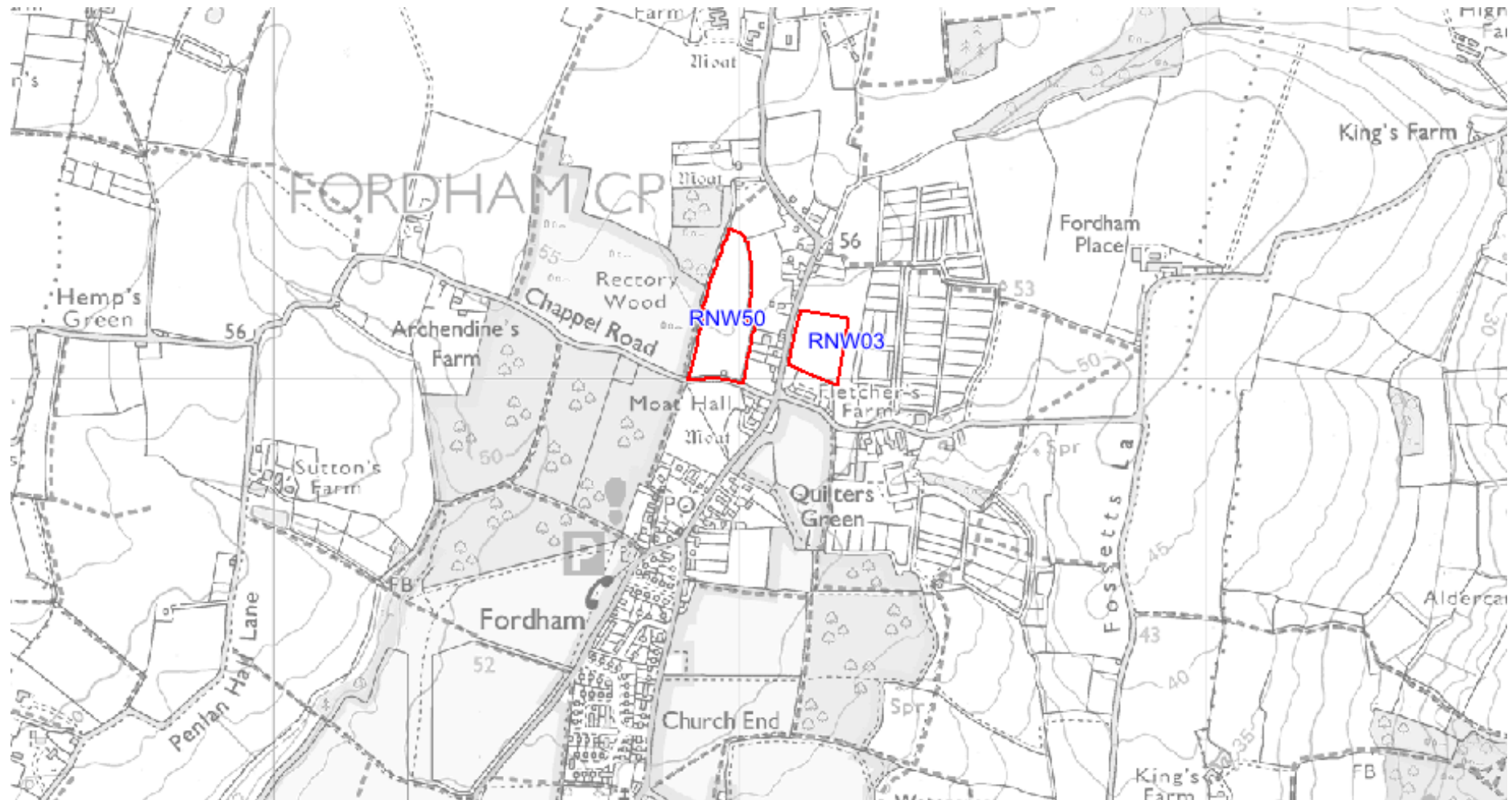




## Fingringhoe



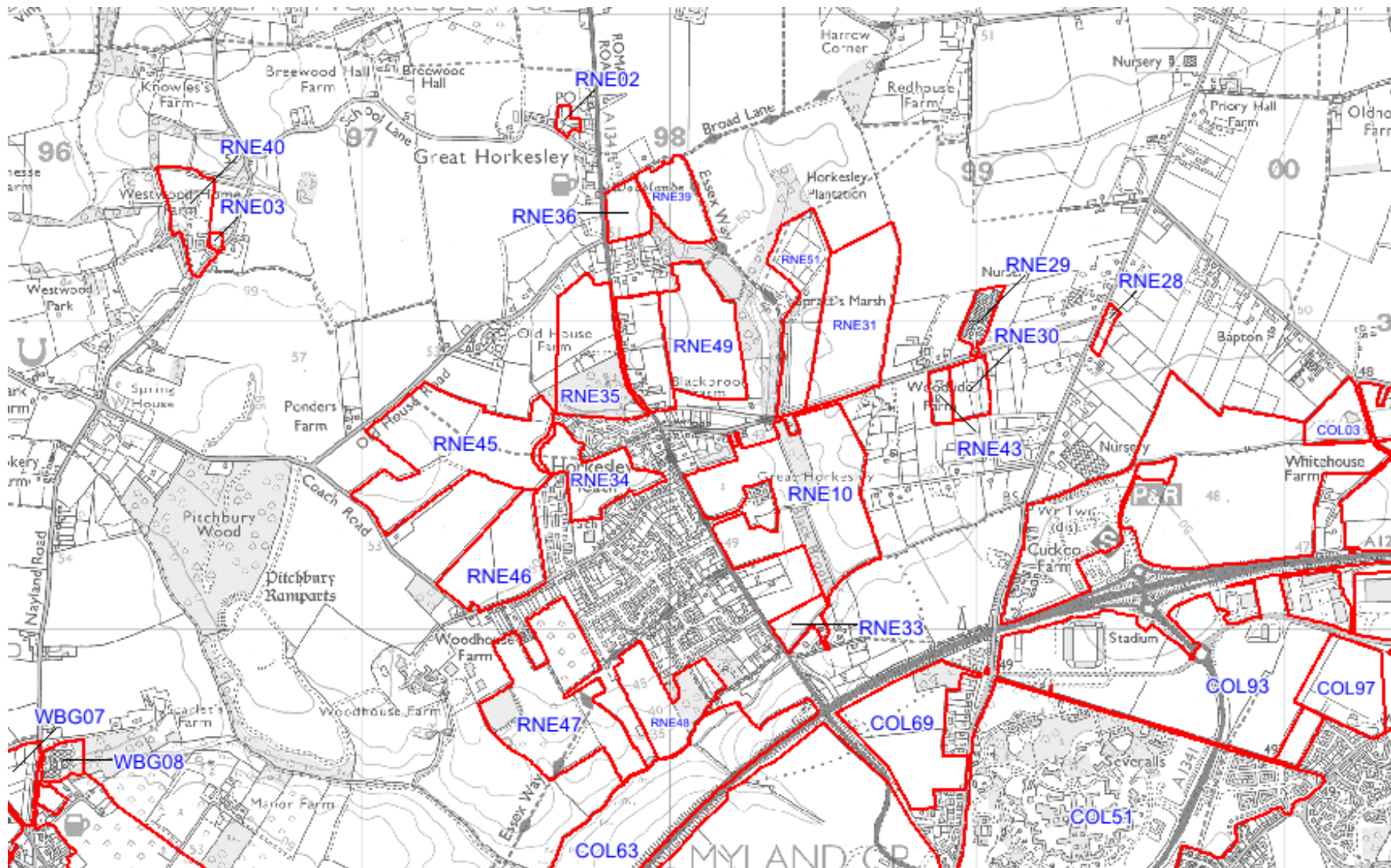
### Fordham



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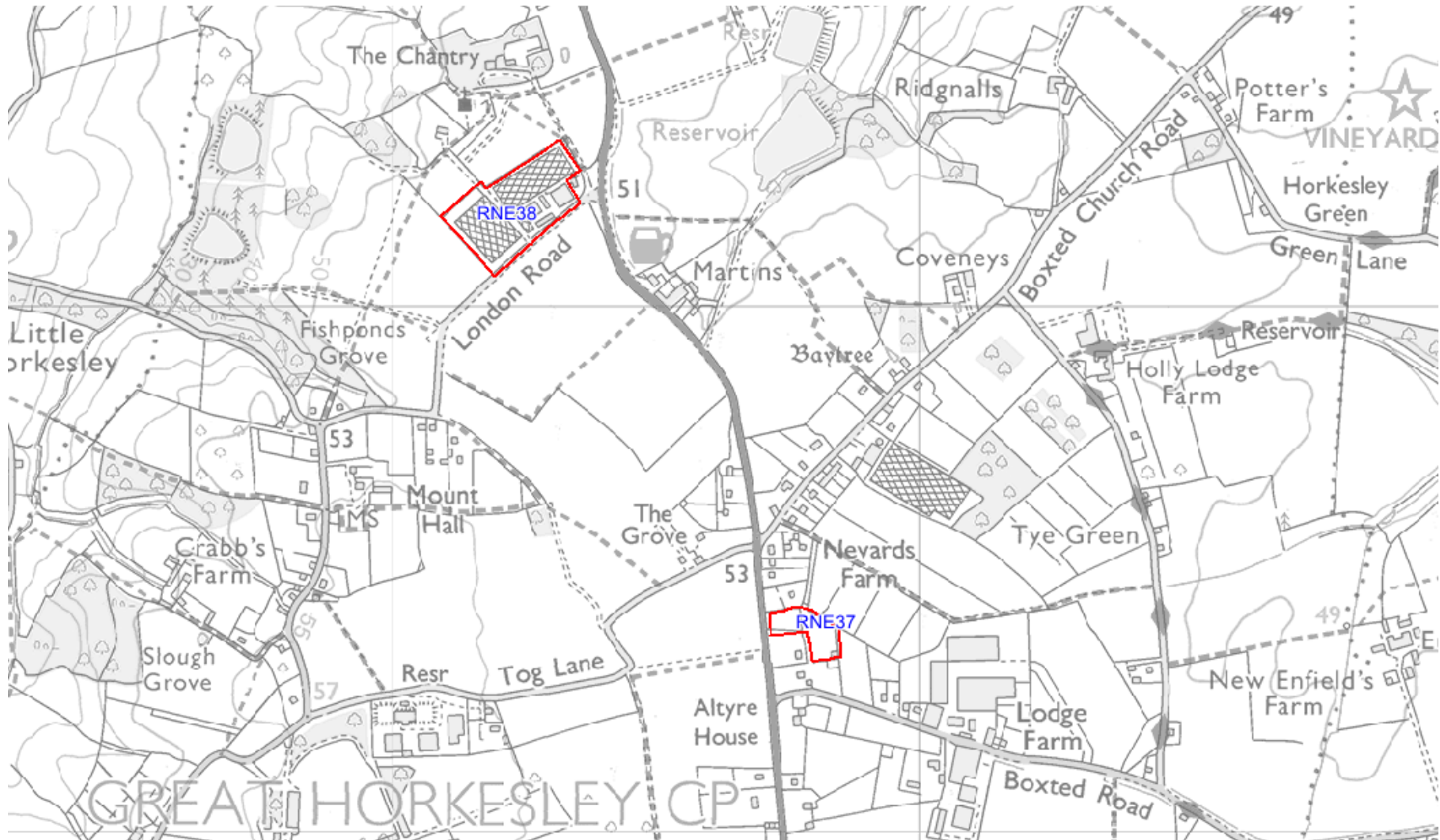


### Great Horkesley 1

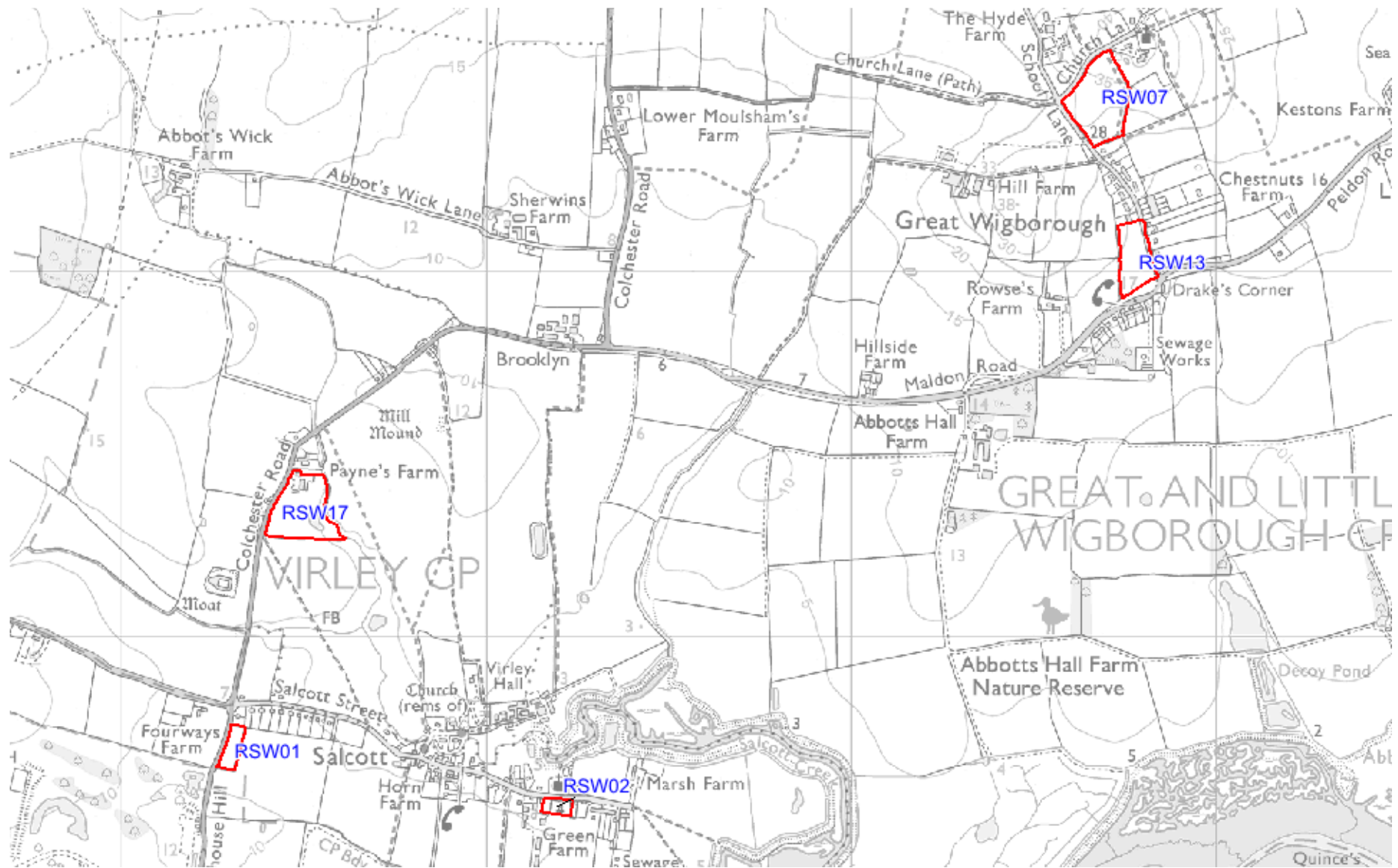




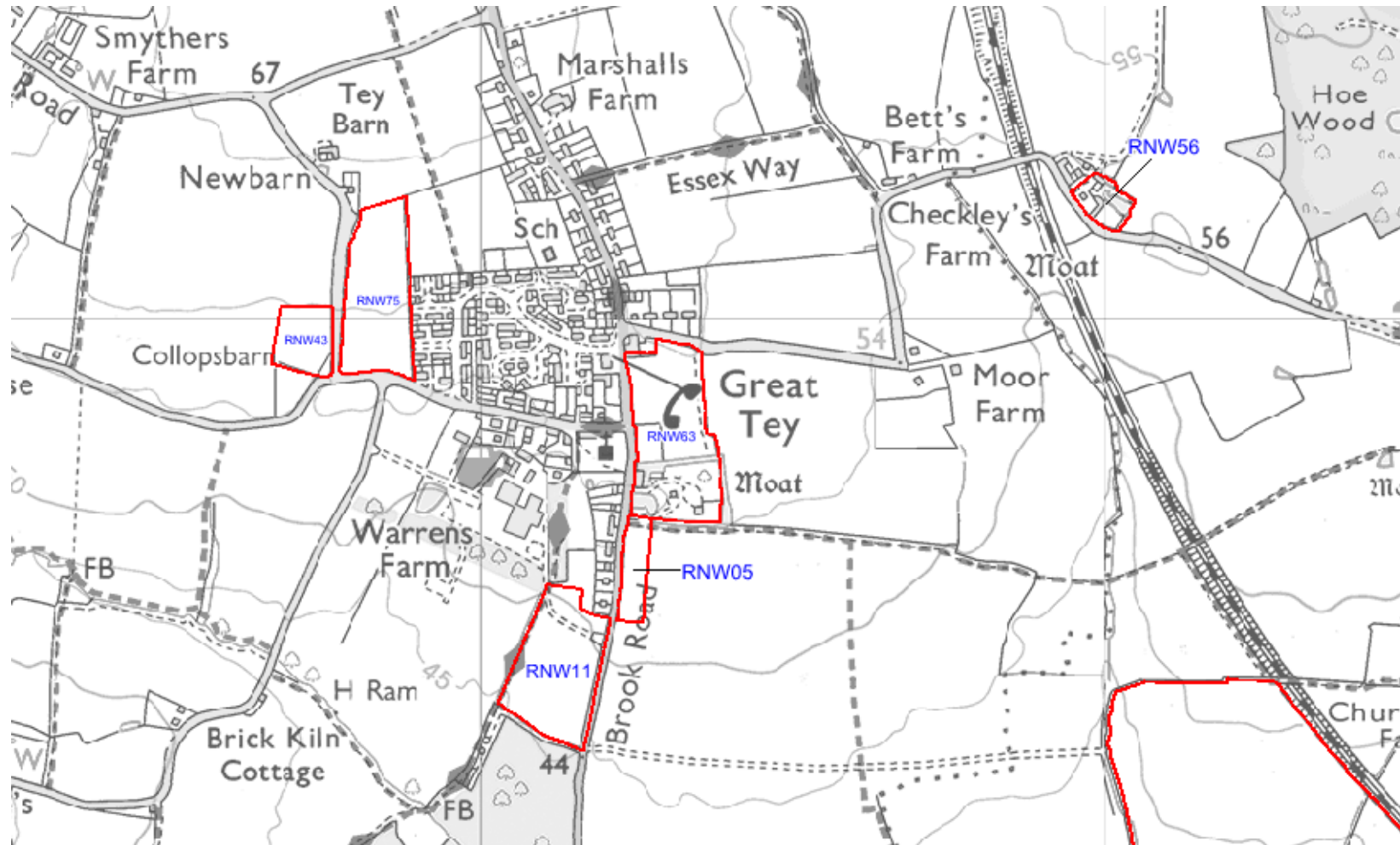
## Great Horkesley 2



### Great & Little Wigborough and Salcott



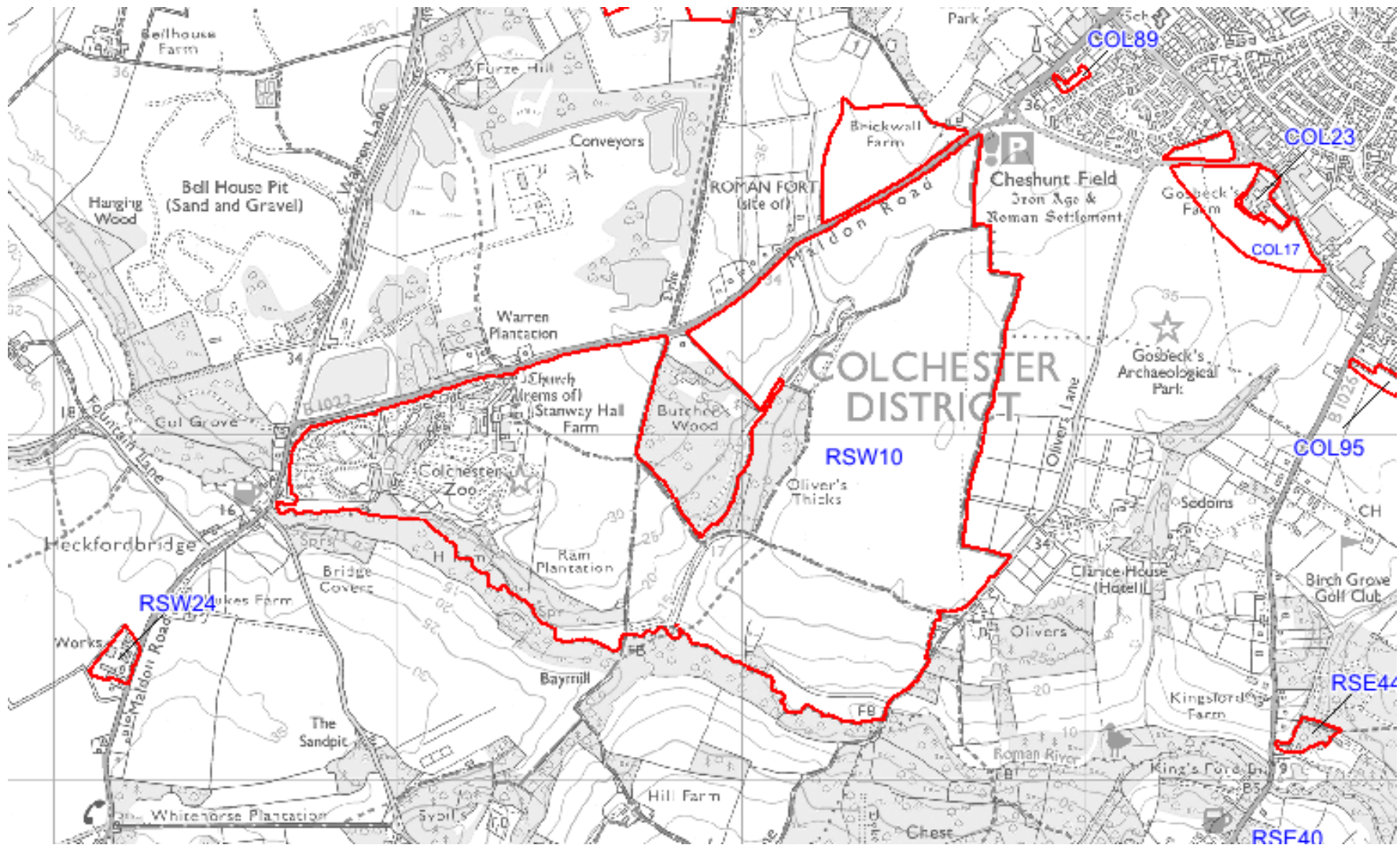
### Great Tey



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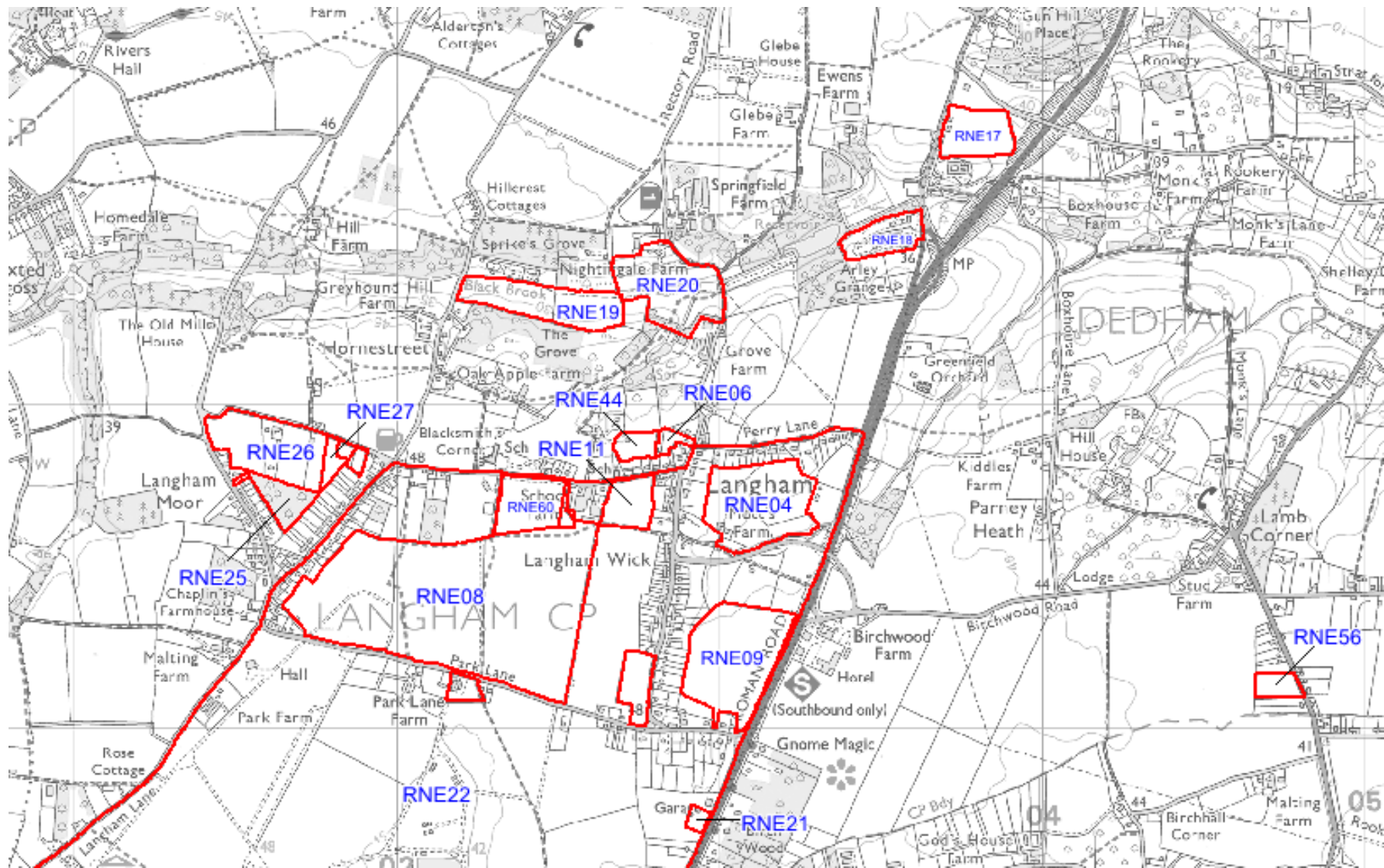


### Heckfordbridge (zoological park)



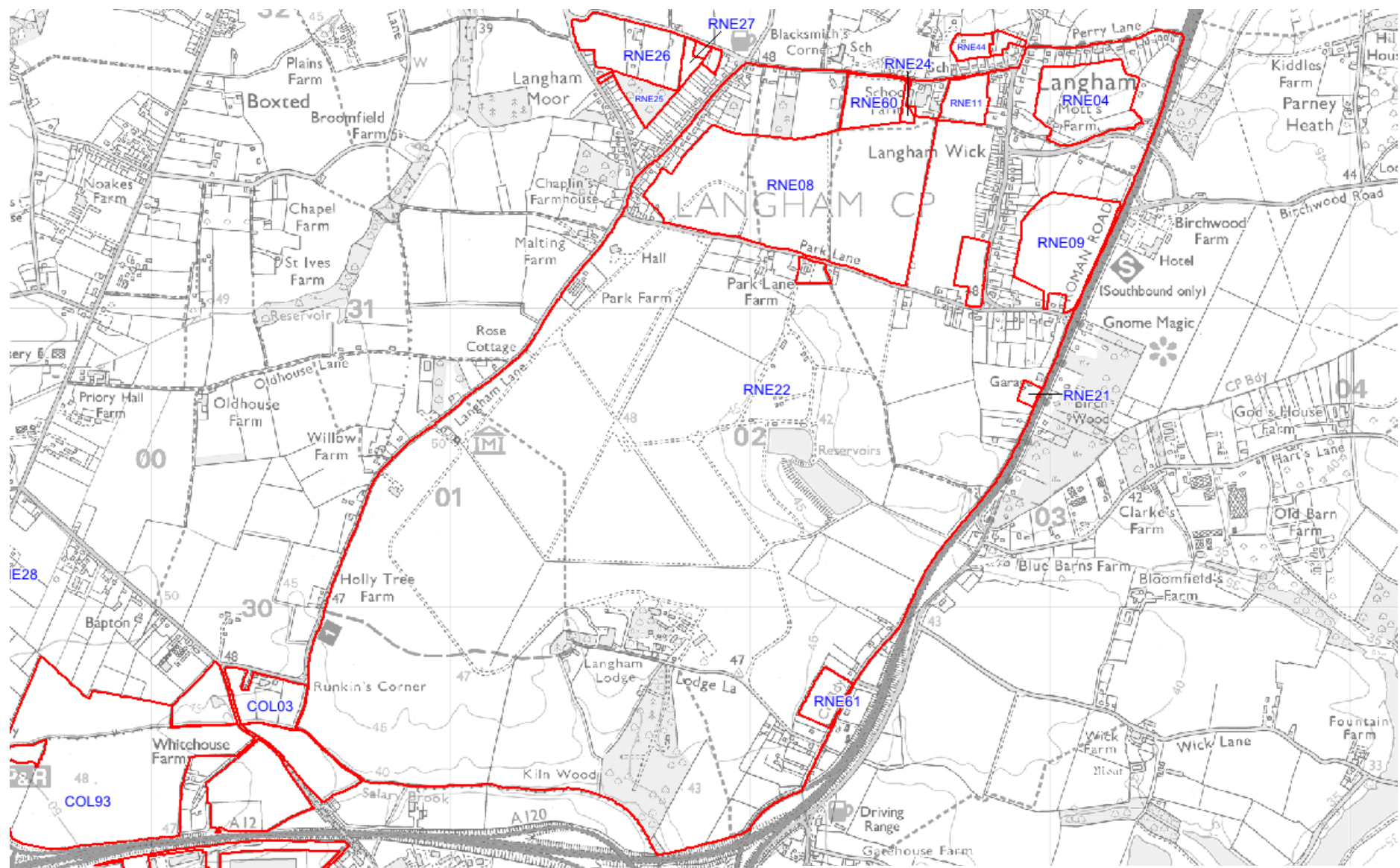
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### Langham (settlement)

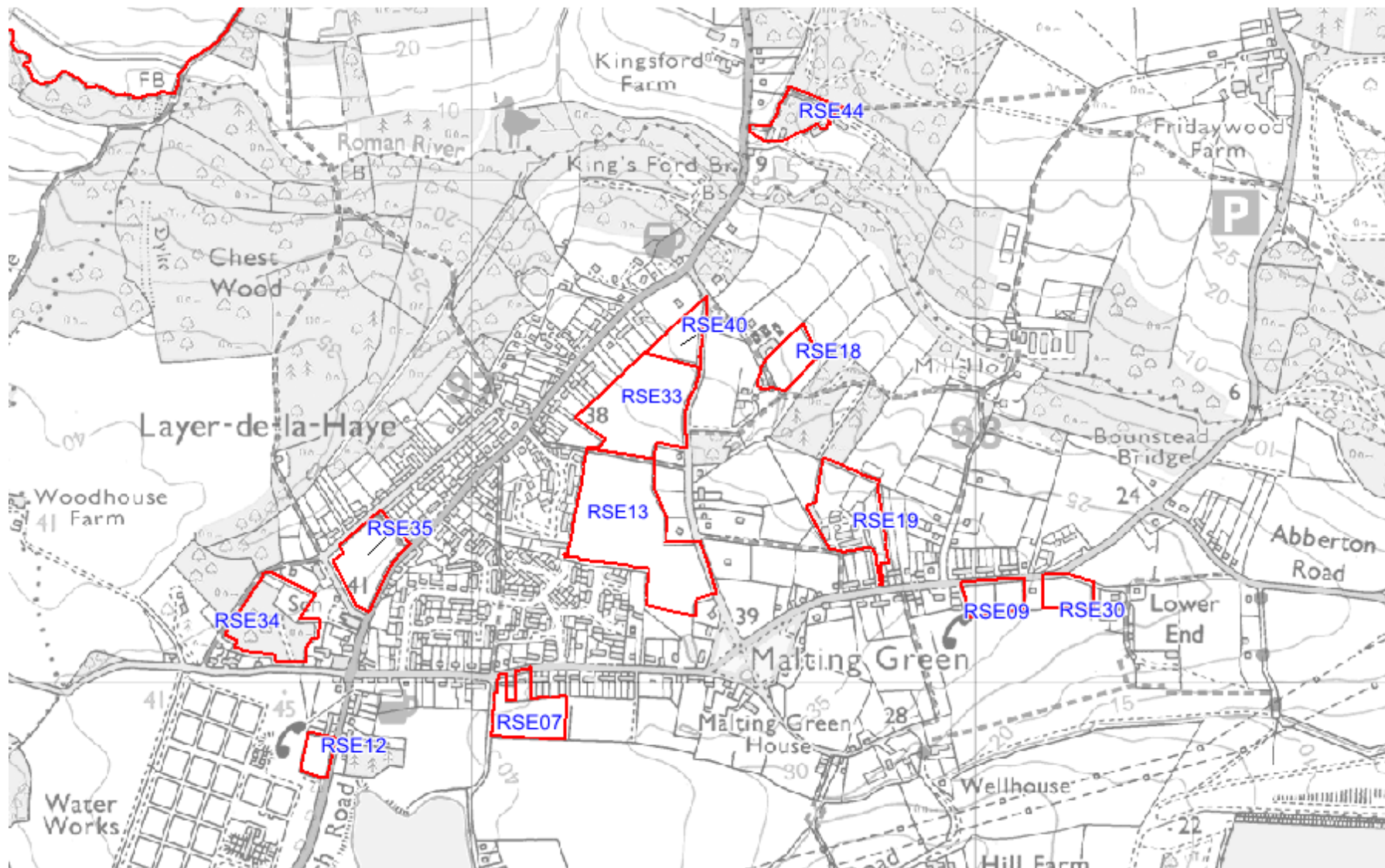




Langham (land to the south of)



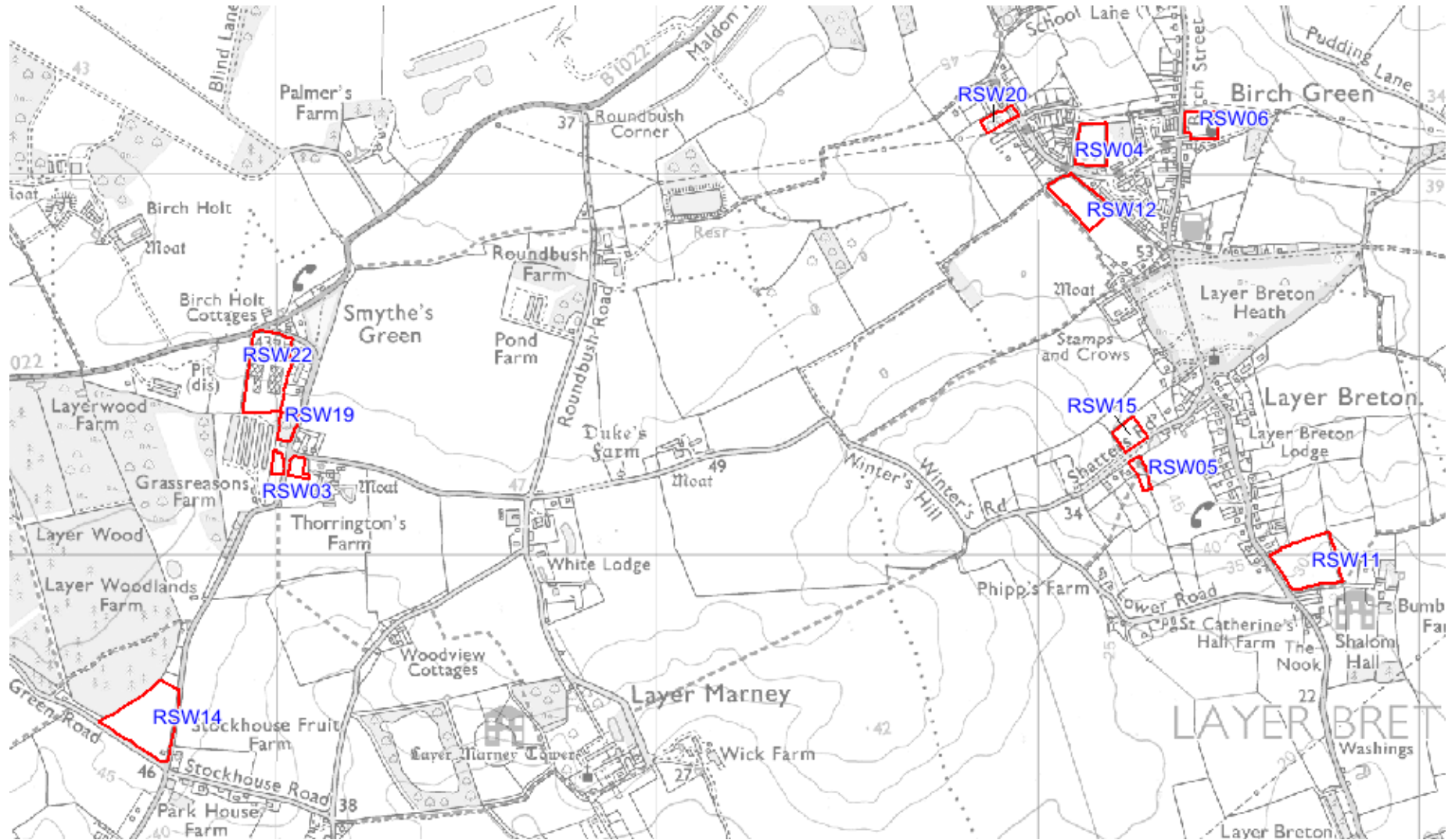
Layer de la Haye



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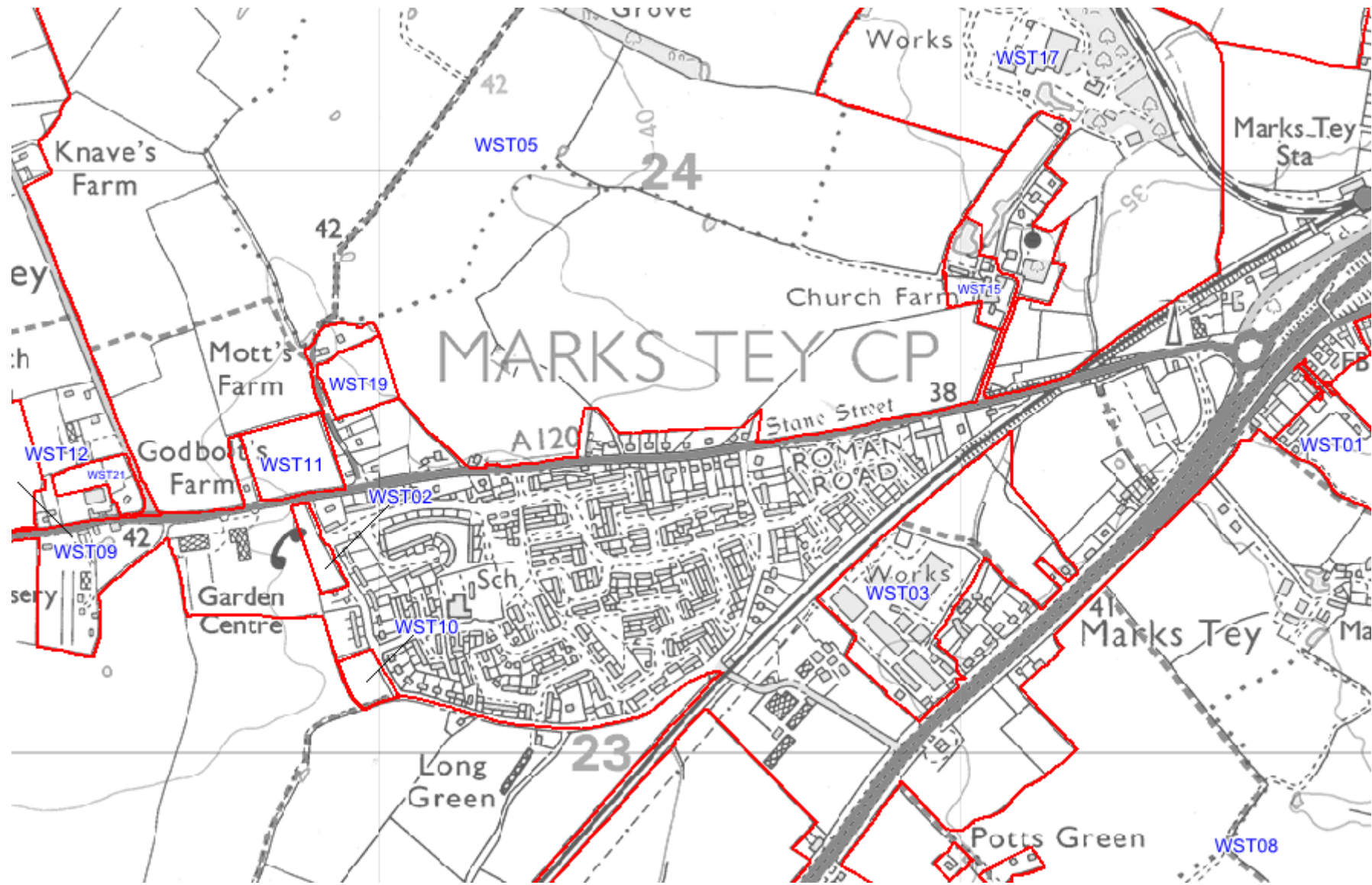


### Layer Marney and Layer Breton

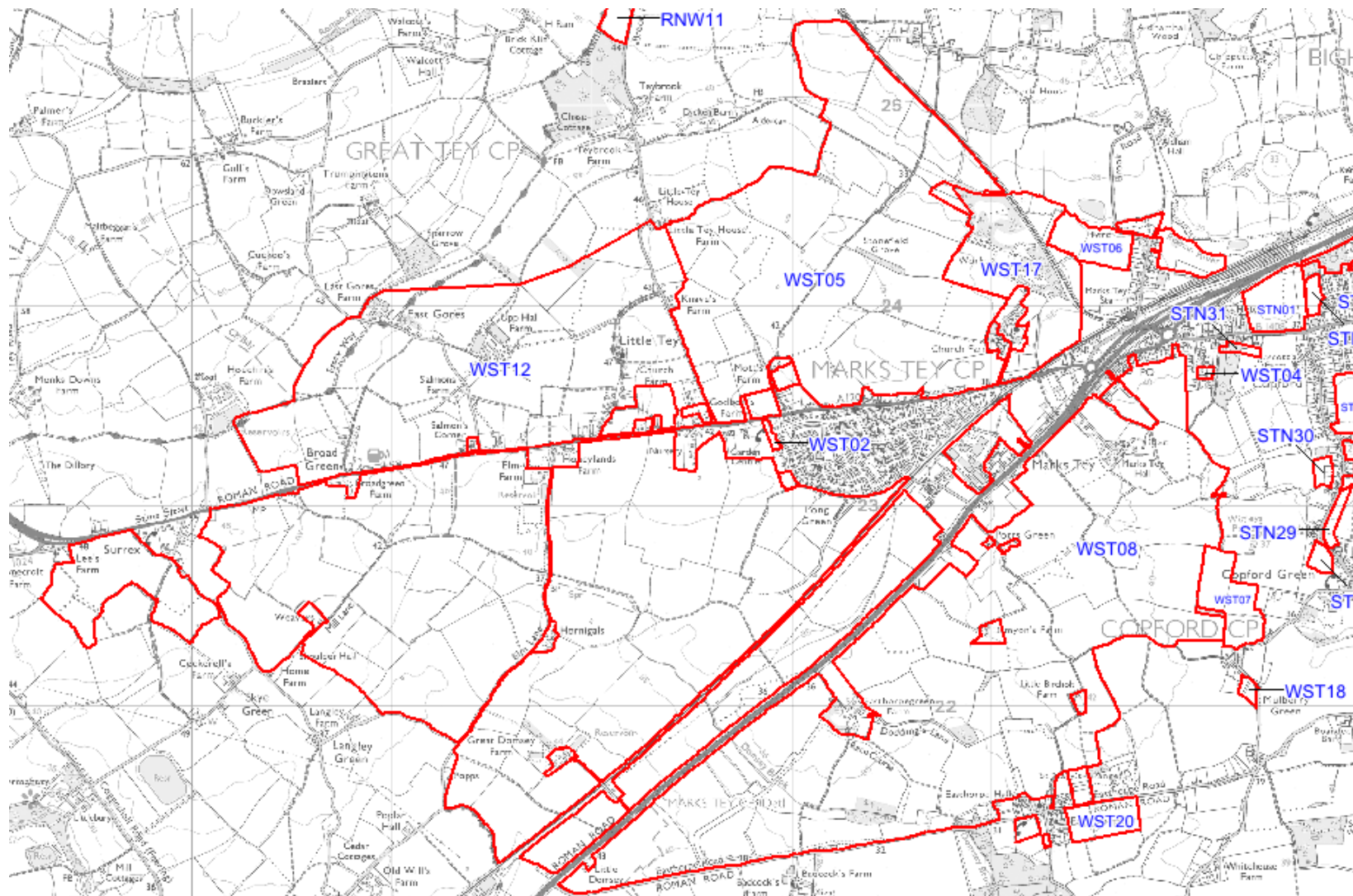




Marks Tey (settlement)



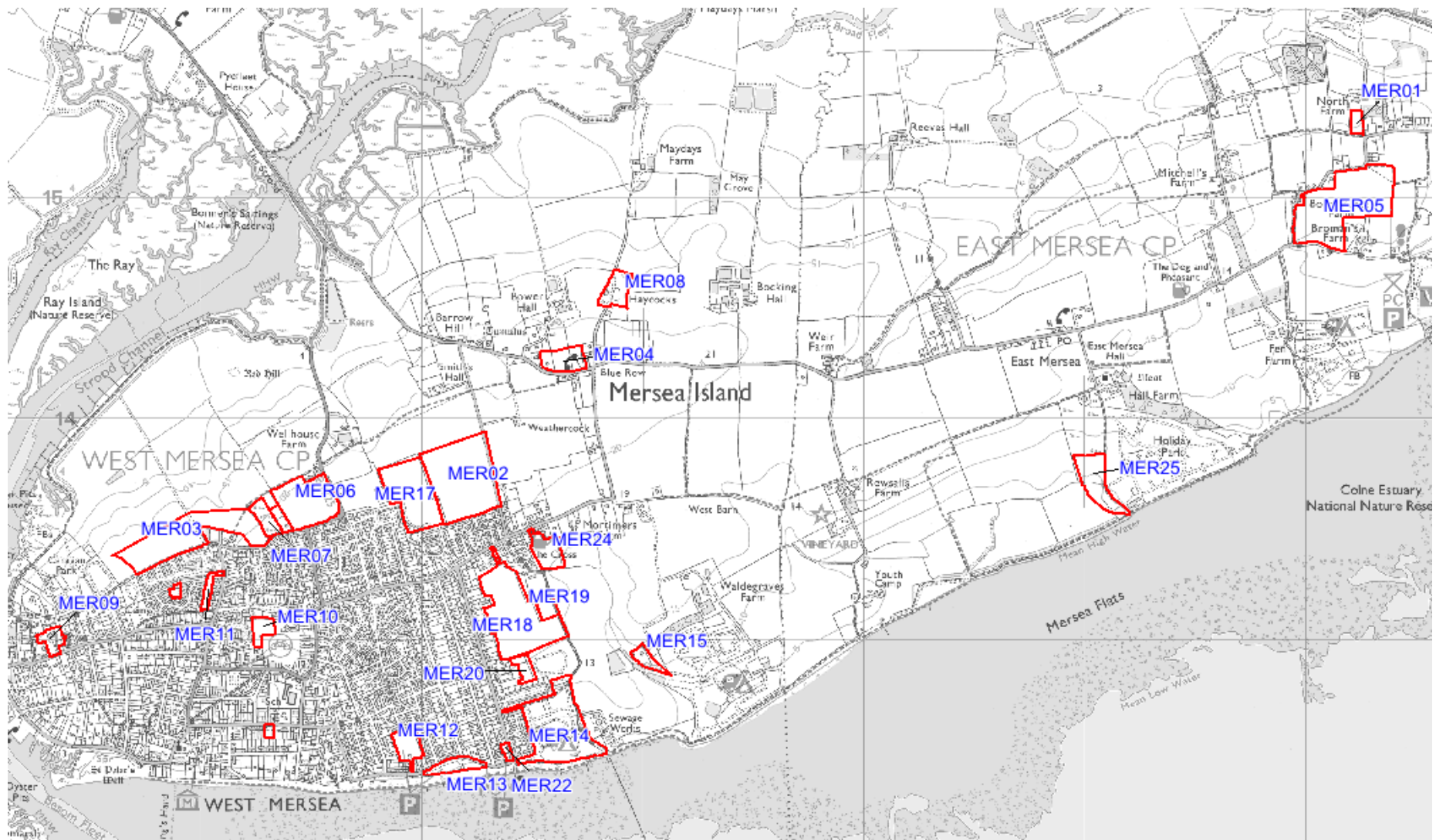
### Marks Tey (land surrounding)



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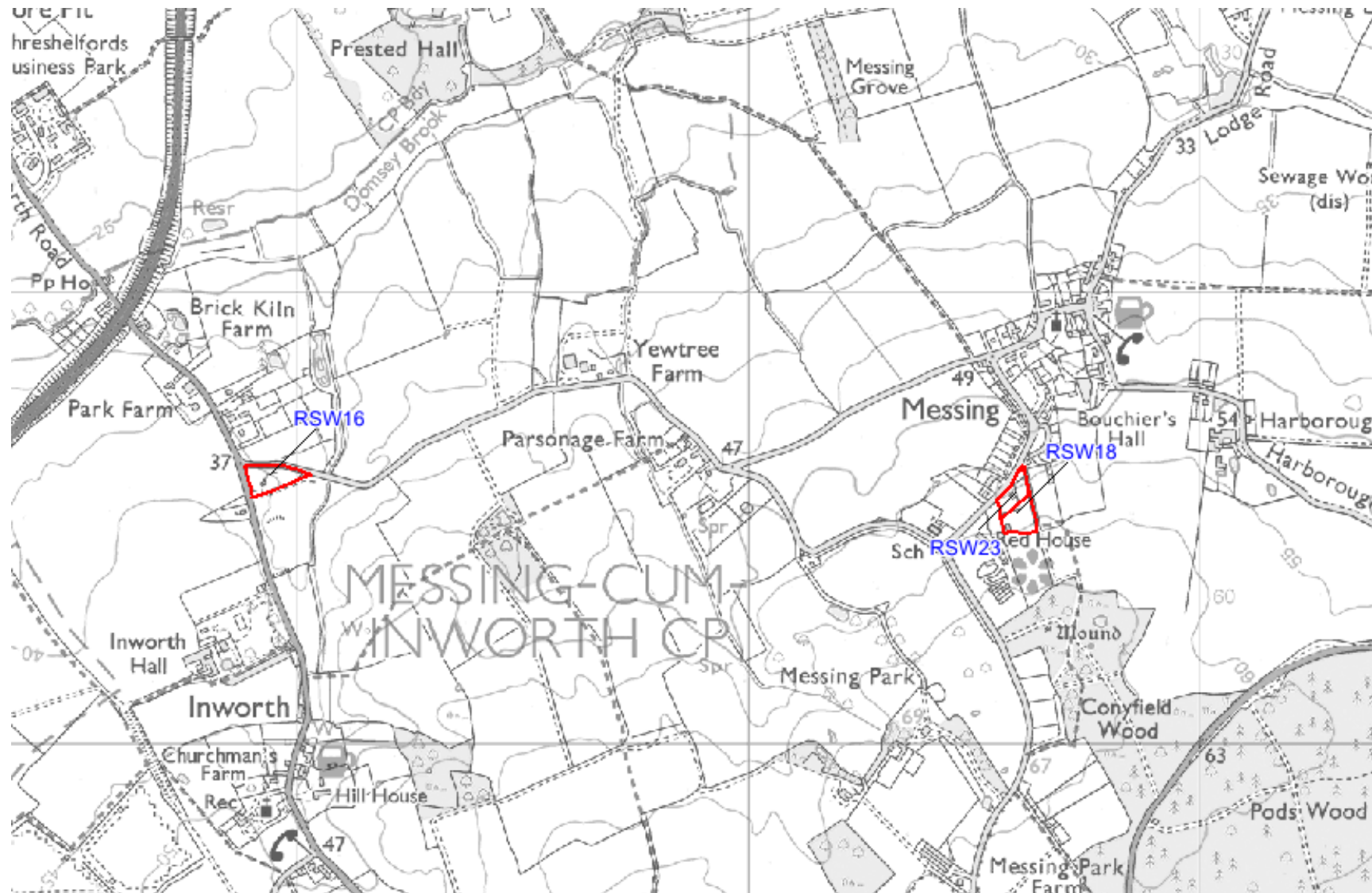


### Mersea Island

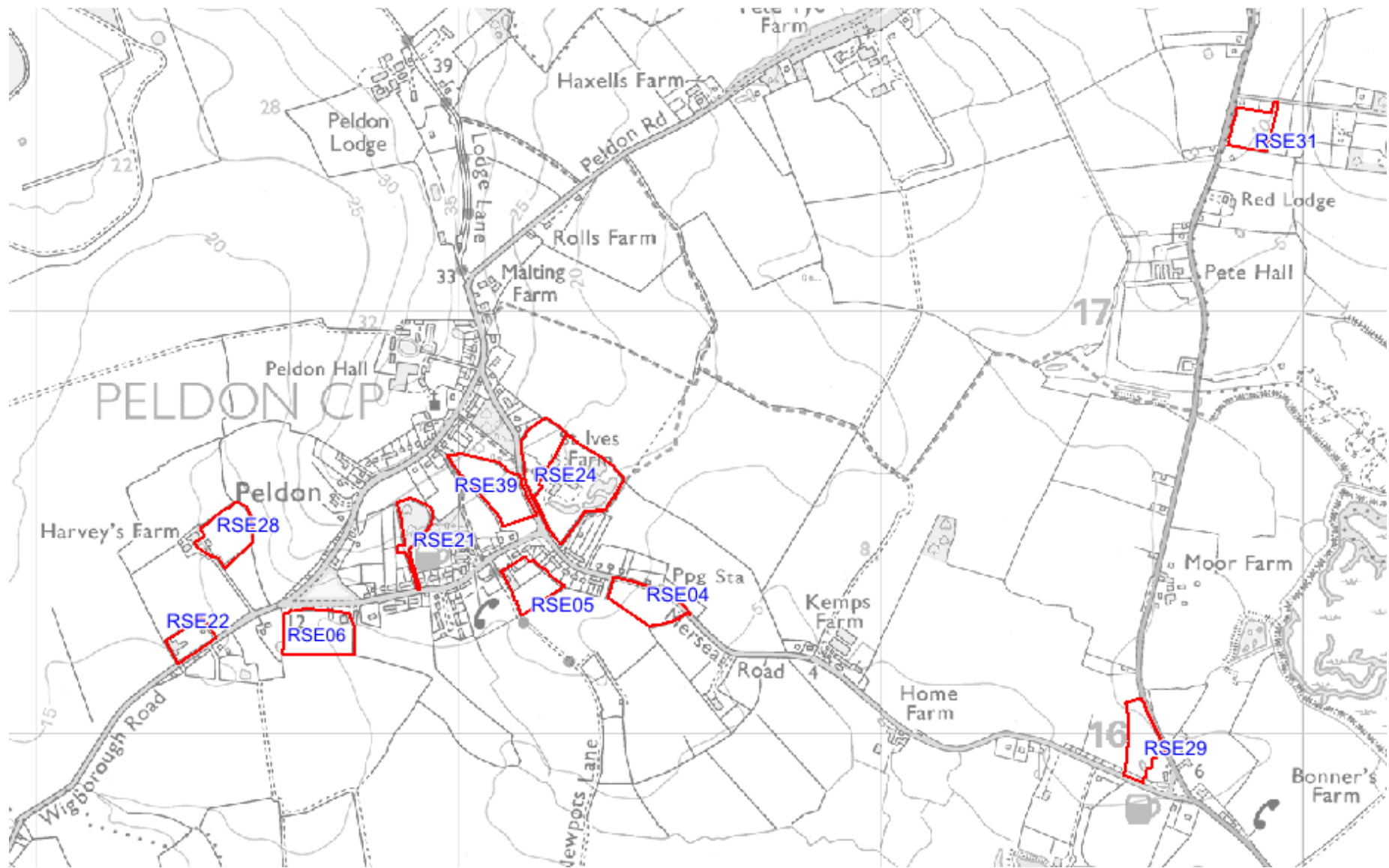


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### Messing-cum-Inworth

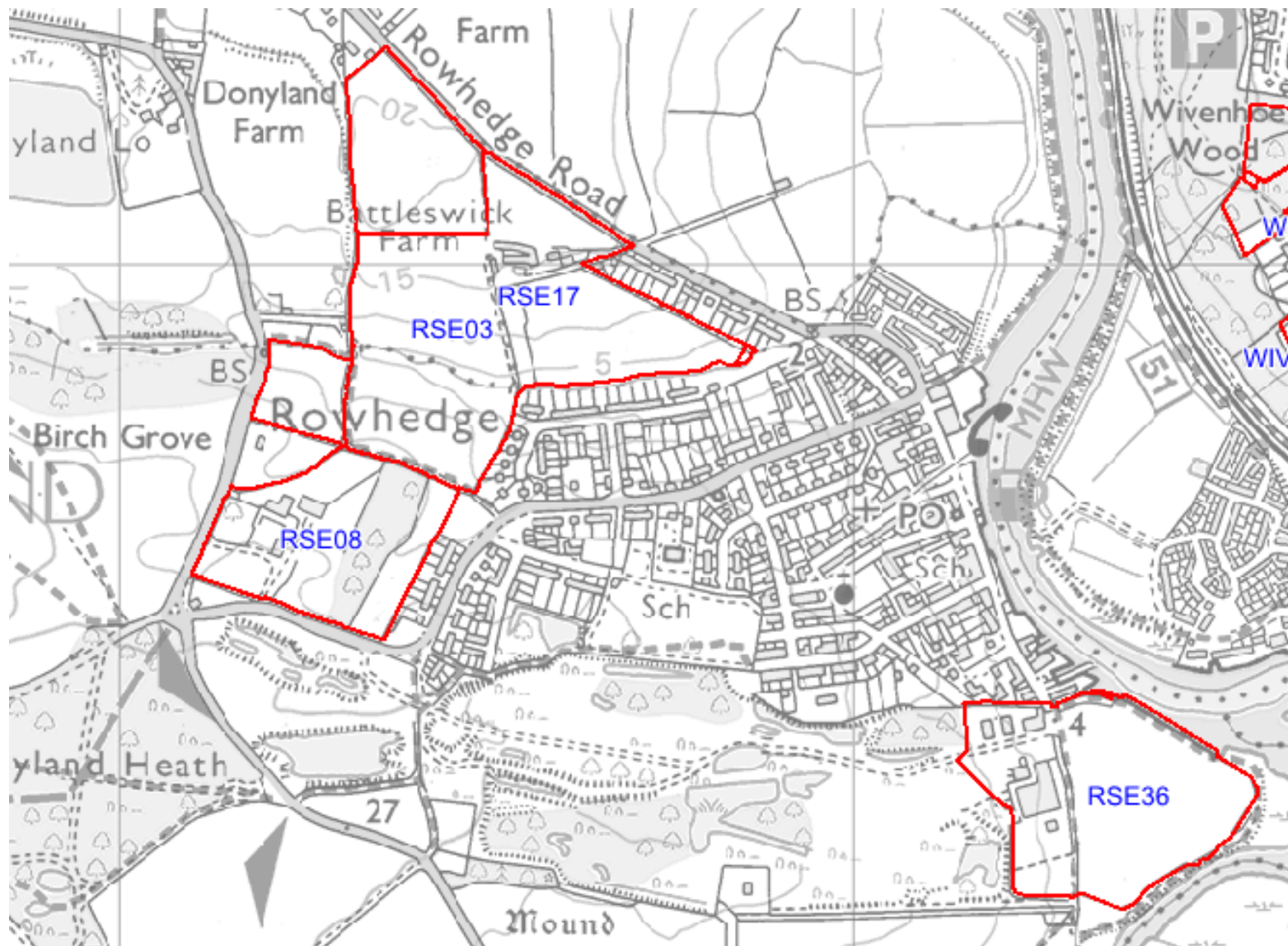


Peldon

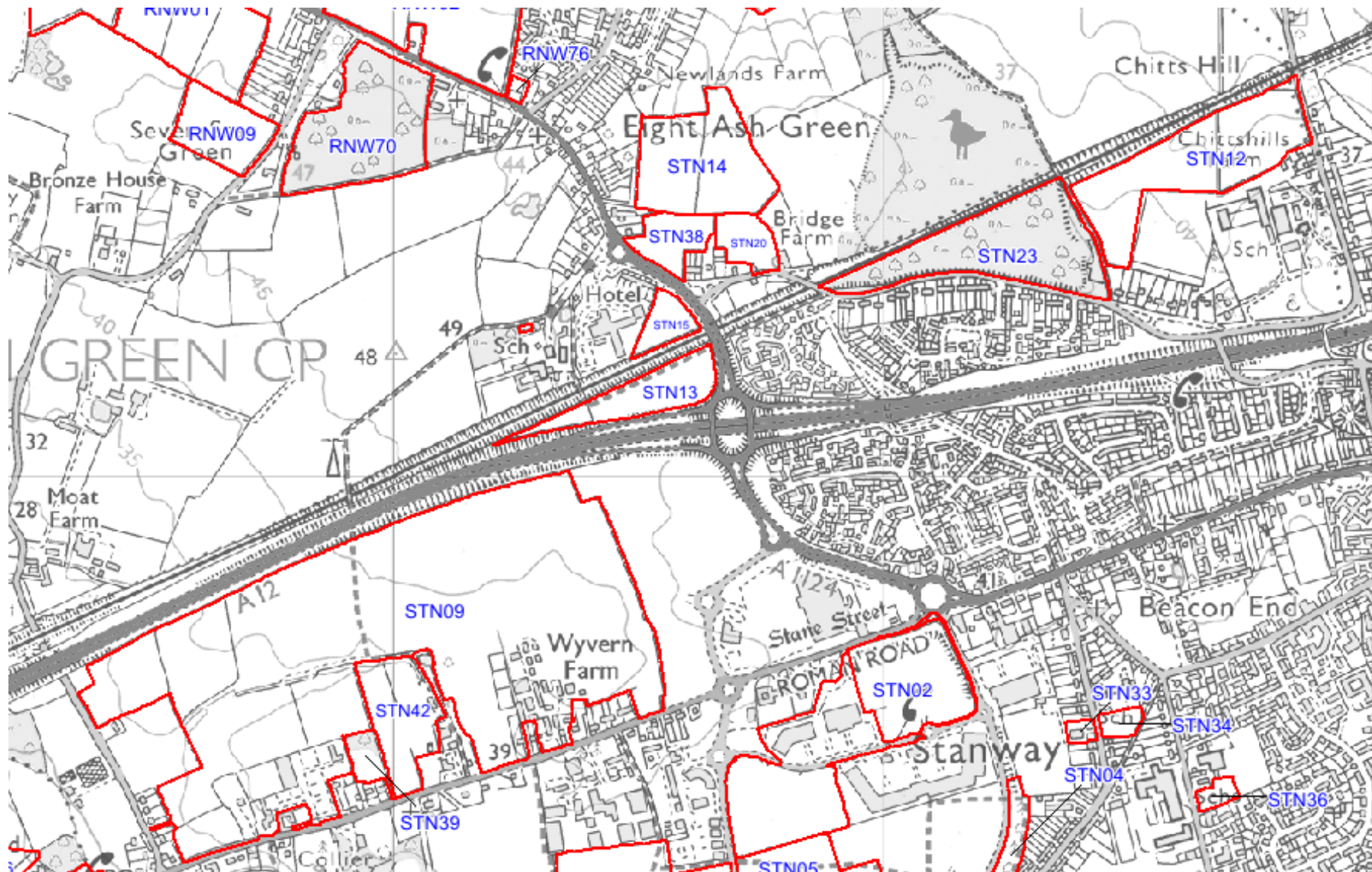




## Rowhedge

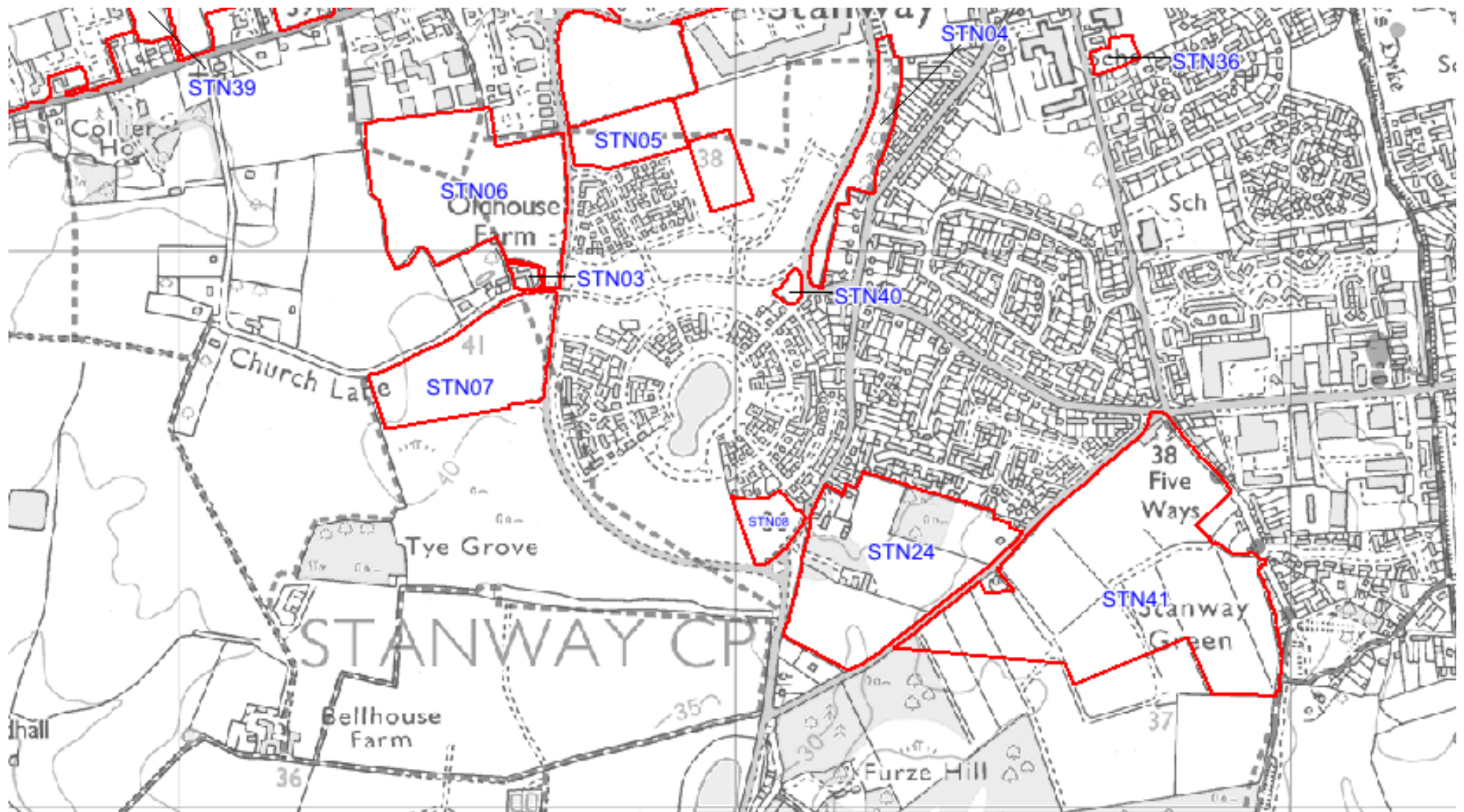


Stanway (north)





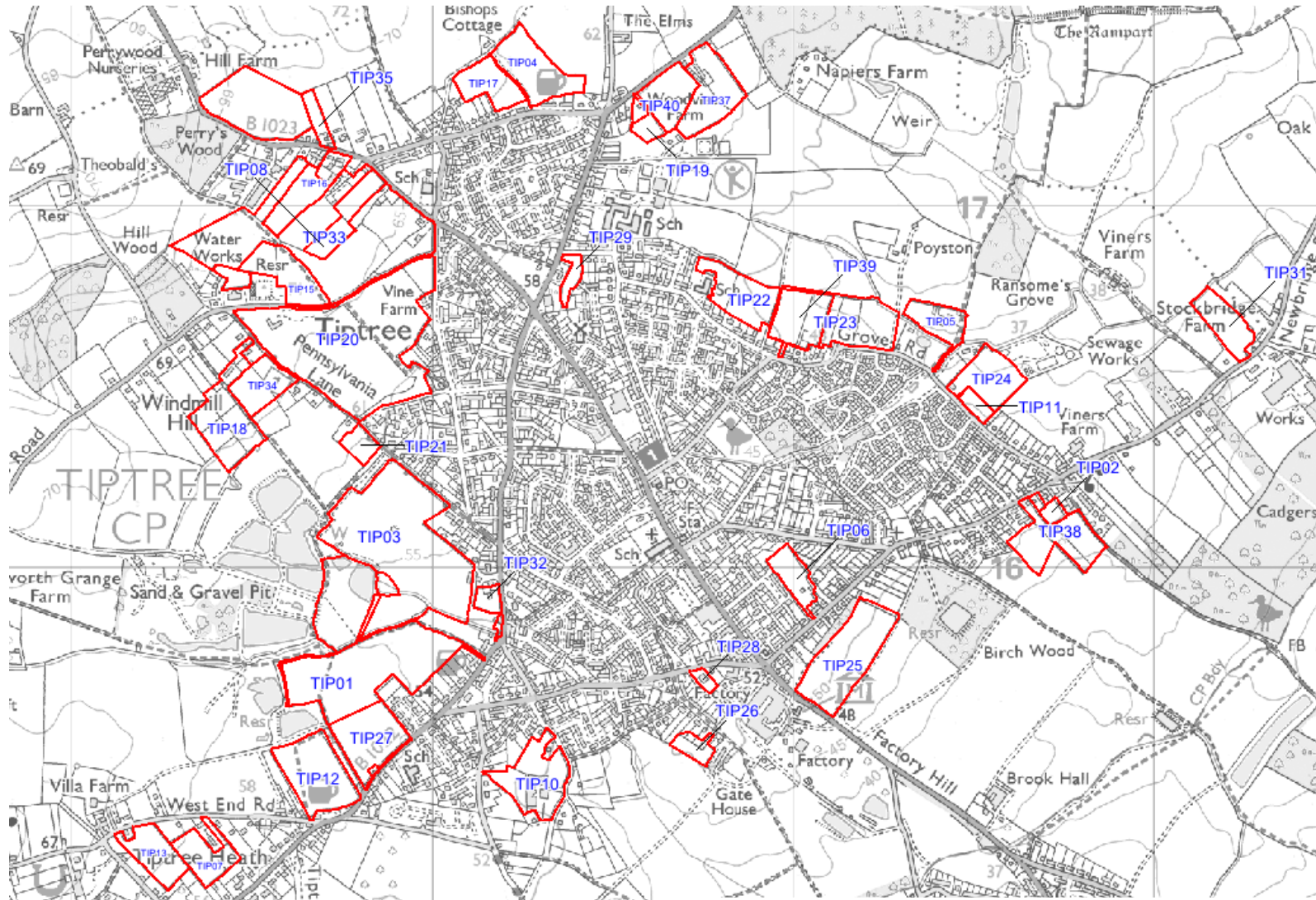
Stanway (south)



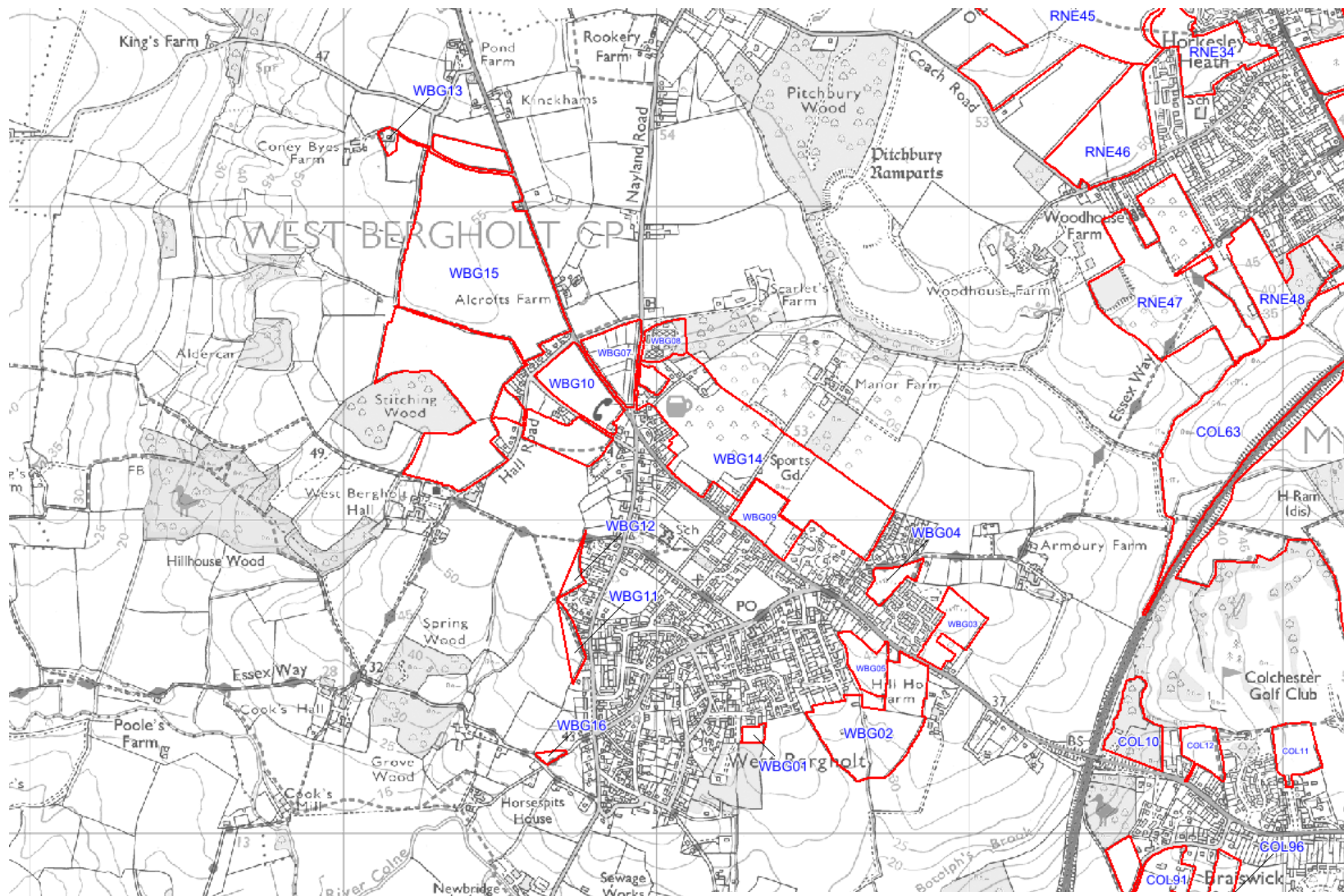
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### Tiptree



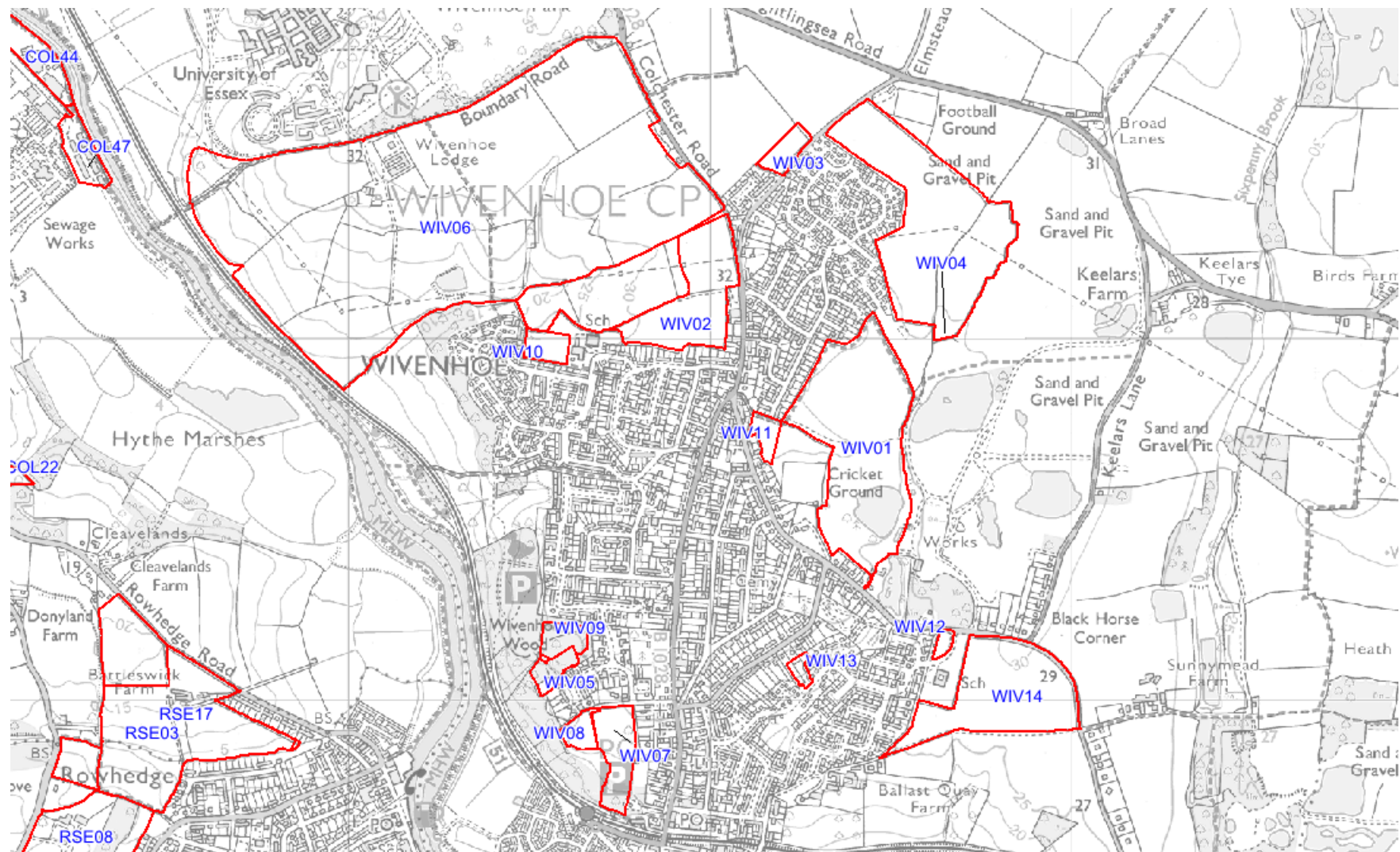
## West Bergholt



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## Wivenhoe



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### Appendix 3 – SLAA sites list with RAG ratings

Sites classed as ‘existing commitments’ are included in the current Local Plan (2001-2023).

SLAA Ref	Old Ref	Location	Site Area	1a sieve	1b sieve	Suitability	Availability	Achievability	Overall
COL01	C005	Clarke's Meadow, Popes Lane, Colchester	0.551	N					R
COL02	C010	Port Lane, Colchester	3.182	Y	Y	G	G	A	G
COL03	C014	Ruskins Farm, Langham Lane, Boxted	6.667	N					R
COL04	C032	Catkins Mews, Berechurch Hall Road, Colchester	1.362	Y	Y	G	G	G	G
COL05	C037	Land off Cymberline Way, Colchester	13.72	N					R
COL06	C066 & C163	Hawkins Road, Colchester	0.508	Y	N				Existing commitment
COL07	C067A	Brook Street, Colchester	1.907	Y	N				Existing commitment
COL09	C070	Irvine Road, Colchester	0.806	Y	Y	A	A	A	A
COL10	C079	St Botolph's Farm, North Braiswick, Colchester	3.09	Y	Y	A	G	G	A
COL11	C086A	Braiswick Golf Club Site A, Colchester	2.182	Y	Y	G	G	G	G
COL12	C086B	Braiswick Golf Club Site B, Colchester	1.652	Y	Y	A	G	G	G
COL13	C087	Berechurch Hall Road, Colchester	5.02	Y	Y	G	G	G	G
COL14	C093	Arena Site, Abbey Fields, Colchester	1.648	Y	N				Existing commitment
COL16	C133	Oxley Parker Drive, Mill Road, Colchester	1.48	Y	Y	G	G	A	G
COL17	C028	Gosbecks Phase 2, Colchester	6.793	Y	Y	G	G	A	G
COL19	C168	Spring Lane, Colchester	14.8	Y	Y	A	G	G	A
COL22	C188	Rowhedge Road, Colchester	0.724	Y	Y	R	G	A	R
COL23	C192	Gosbecks Farm Road, Gosbecks Road, Colchester	1.388	Y	Y	A	G	G	G
COL24	C200	West House Farm, Bakers Lane, Colchester	0.847	N					R
COL25	S0001	Open space at Hickory Avenue, Colchester	1.341	Y	N				R
COL26	S0002	Open Space rear of Magnolia Drive and Hawthorne Avenue, Colchester	4.913	Y	N				R
COL28	S0008	Derelict depot at Hythe Station Road between railway line and River Colne, Colchester	0.733	Y	Y	G	R	G	A
COL29	S0009	Allotments rear of 26 to 78 Harwich Road, Colchester	1.232	Y	N				R



COLCHESTER BOROUGH STRATEGIC LAND AVAILABILITY ASSESSMENT 2016

COL30	S0020	Britannia car park, St Botolphs Street, Colchester	0.931	Y	Y	A	A	A	A
COL31	S0027	BT site, north of Cowdray Avenue, Colchester	1.437	Y	Y	G	R	A	A
COL33	S0030	Allotments adjacent River Colne off East Bay, Colchester	1.958	N					R
COL34	S0031	Land at East Bay Mill, Colchester	0.502	Y	Y	A	R	A	A
COL35	S0032	BT Repeater Station and land adjacent Guildford Road, Colchester	0.609	Y	Y	G	R	A	A
COL36	S0033	Playing field at St James Primary School, Guildford Road, Colchester	2.24	Y	N				R
COL37	S0034	Allotments on south side of Cowdray Avenue, Colchester	1.169	Y	N				R
COL39	S0037	Former bus station, Queen Street, Colchester	1.088	Y	Y	G	G	G	G
COL40	S0038	St Runwald's Street, Colchester	1.067	Y	Y	G	A	A	A
COL41	S0043	Allotments between Maldon Road and Drury Road, Colchester	1.518	Y	N				R
COL42	S0044	Essex County Hospital site, Lexden Road, Colchester	1.709	Y	N				Existing commitment
COL43	S0053	Open Space between Mersea Road and Holt Drive, Colchester	1.279	Y	N				R
COL44	S0065	Commercial land between Haven Road and River Colne, Colchester	7.067	Y	Y	G	A	A	G
COL45	S0066	Woodlands, Distillery Lane, Colchester	0.894	Y	N				R
COL46	S0067	Residential caravan park, Whitehall Road, Colchester	1.257	Y	N				R
COL47	S0068	Commercial land adjacent River Colne, Haven Quay, Colchester	1.599	Y	N				R
COL48	S0070	Open space between Gavin Way and Mabbit Way, Highwoods, Colchester	0.515	Y	N				R
COL49	S0073	Allotments north of Chaucer Way, Colchester	1.863	Y	N				R
COL51	S0079	Former Severalls Hospital, Colchester	62.45	Y	N				Existing commitment
COL53	S0085	Garages and allotments, Bergholt Road, Colchester	4.082	Y	N				R
COL54	S0099	Scrapyard and allotments off Haven Road and Distillery Lane, Colchester	2.62	Y	Y	G	R	A	A
COL55	S0104	Allotments between Barrington Road and Bourne Road, Colchester	1.089	Y	Y	G	R	A	A

COL56	S0108	St Botolphs Railway Station car park, Magdalen Street, Colchester	0.533	Y	Y	G	R	A	A
COL57	S0111	Allotment, Norman Way, Colchester	3.006	Y	N				R
COL58	S0112	274 Straight Road and land to the rear, Colchester	0.499	Y	Y	G	R	A	A
COL59	S0118	Open space fronting Layer Road, Colchester	0.532	Y	N				R
COL60	S0121	Open space fronting Messines Road, Colchester	0.59	Y	N				R
COL61	S0122	Open space fronting Elmwood Avenue, Colchester	0.669	Y	N				R
COL62	S0152	Commercial land on south side of Magdalen Street, Colchester	1.578	Y	Y	G	R	A	A
COL63	S0167	Land northwest of A12, Colchester	21.59	Y	Y	R	R	A	R
COL65	S0251	Spring Lane Park, Lexden Road, Colchester	5.222	Y	N				R
COL66	S0252	Lexden Springs Local Nature Reserve, Colchester	2.07	Y	N				R
COL67	S0253	Hilly Fields, Colchester	25.8	Y	N				R
COL69	S0261	Land between Boxted Road and Nayland Road, Colchester	11.01	Y	N				Existing commitment
COL70	S0262	NGAUE, Colchester	102.8	Y	N				Existing commitment
COL71	C258	Middlewick Ranges, Colchester	63.49	Y	Y	G	G	A	A
COL72	S0367	Land off King George Road, Colchester	0.254	Y	N				R
COL73	S0369	Land rear of 60 to 68 Blackheath, Colchester	0.274	N					R
COL74	S0378	The Willows shopping parade, Mersea Road, Colchester	0.297	Y	Y	G	R	G	A
COL75	S0425	Allotments on Sheepen Road, Colchester	0.438	Y	N				R
COL76	S0467	Car park south of Nunns Road, Colchester	0.254	Y	Y	G	R	A	A
COL77	S0635	The Laurels, Distillery Lane, Colchester	0.297	Y	Y	G	A	A	A
COL78	S0649	Open space off Chinnook, Highwoods, Colchester	0.494	Y	N				R
COL79	S0650	Open space on Corner of Highwoods Approach and Ipswich Road, Colchester	0.432	Y	Y	G	R	A	A
COL80	S0651	Open space adjacent to Chanterrelle, Highwoods, Colchester	0.366	Y	N				R
COL81	S0704	Open space off Rudkin Road, Colchester	0.251	Y	Y	A	R	A	A
COL82	S0740	Land between River Colne and Hythe Quay, Colchester	0.308	Y	N				R

COL83	S0764	Land rear of 74 To 78 Military Road, Colchester	0.451	Y	N				R
COL84	S0775	Commercial land including bus depot, Magdalen Street, Colchester	0.479	Y	N				Existing commitment
COL85	S0807	Heath Lodge, Heath Road, Colchester	0.289	Y	N				R
COL86	S0818	Land adjacent 7 Heath Road, Colchester	0.383	N					R
COL87	S0856	Open space at Camulodunum Way, Colchester	0.398	Y	Y	G	A	A	A
COL88	S0861	Open space south of 41 Berechurch Road, Colchester	0.268	Y	Y	G	R	A	A
COL89	S0866	Land at 300 rear of 284 to 288 Shrub End Road, Colchester	0.296	N					R
COL90	S1205	Land off Military Road, Colchester	0.284	Y	Y	G	R	A	A
COL91	S1397	Ramparts, Bakers Lane, Colchester	2.25	Y	Y	A	R	G	A
COL92	S0107	Commercial land north of Magdalen Street, Colchester	0.511	Y	Y	G	R	A	A
COL93	C026	Northern Gateway, North Colchester	100.6	Y	Y	A	G	A	A
COL94	C229	Equity House, North Station Road, Colchester	0.761	Y	N				Existing commitment
COL95	C241	Melville, Layer Road, Colchester	0.69	Y	Y	G	G	A	A
COL96	C249	Bakers Lane, Colchester	1.95	Y	Y	R	G	A	R
COL97	n/a	Rugby Club, Mill Road, Colchester	6.445	Y	Y	A	G	A	A
COL98	C254	DSG, Flagstaff Road, Colchester	4.293	Y	Y	A	G	A	A
COL99	C255	MCTC, Berechurch Hall Road, Colchester	30	Y	Y	A	A	G	A
COL100	C256	RFCA, Berechurch Road, Colchester	1.937	Y	Y	G	A	A	A
COL101	C257	RMP, Circular Road West, Colchester	1.933	Y	Y	G	A	G	G
COL102	C278	Bakers Lane, Colchester	8.799	Y	Y	R	G	A	R
COL103	Combination	Land south of Berechurch Hall Road, Colchester	7.273	Y	Y	G	G	G	G
COL104	n/a	Place Farm, Old Heath Road, Colchester	3.924	Y	Y	A	G	A	A
COL105	n/a	26 Hythe Quay, Colchester		Y	N				Existing commitment
COL106	n/a	Coldock, Hythe, Colchester		Y	Y	G	G	A	A
COL107	n/a	Land between Hawkins Road and Hythe Station Road, Colchester		Y	Y	A	A	A	A
COL108	n/a	Former coalyard depot (car park), Hythe Station, Colchester	0.917	Y	Y	A	A	A	A
COL109	n/a	Scrapyard site, Hythe Quay, Colchester		Y	Y	G	A	A	A

COL110	n/a	Hythe gas works site, Colchester		Y	Y	G	A	A	A
COL111	n/a	Bridge House and garage, Hythe Quay, Colchester		Y	Y	G	A	A	A
COL112	n/a	Garage site, 176 Magdalen Street, Colchester		Y	Y	G	A	A	A
COL113	n/a	Ford car sales site, Magdalen Street, Colchester		Y	Y	G	A	A	A
COL114	n/a	Land east of Tesco Express and St Helena Hospice, Magdalen Street		Y	Y	G	A	A	A
COL115	n/a	Magdalen Garage, Magdalen Street, Colchester		Y	Y	G	A	A	A
COL116	n/a	Robertsons Van Hire office, Magdalen Street, Colchester		Y	Y	G	A	A	A
COL117	n/a	80-83 and GM Car Sales, Magdalen Street, Colchester		Y	Y	G	A	G	A
COL118	n/a	Robertsons Van Hire yard, 145-149 Magdalen Street, Colchester		Y	Y	G	A	G	A
COL119	C276	St Albans Road, Colchester	3.45	Y	N				R
COL120	n/a	King Edward Quay, Hythe, Colchester		Y	Y	G	G	A	A
EST01	C167	Shaw's Farm, Parson's Heath, Colchester	6.186	Y	Y	A	G	G	A
EST02	C027	Salary Brook, Colchester	21.12	Y	N				R
EST03	S0179	Land between Elmstead Road and St Andrews Avenue, Colchester	1.088	Y	N				Existing commitment
EST04	T089X	West Tendring Site	132	Y	Y	G	A	A	A
EST05	T089Z	West Tendring Site	153.6	Y	Y	A	R	A	A
EST06	T089Y	West Tendring Site	416	Y	Y	A	A	A	A
EST07	C145	Land north of Bromley Road, Colchester	10.71	Y	Y	A	A	G	G
EST08	C068	St John's Road, Colchester	26.35	Y	Y	A	G	G	A
EST09	C089	St Andrew's Avenue, Colchester	115.5	Y	Y	G	G	A	A
MER01	C040	North Barn, East Road, East Mersea	0.566	Y	Y	R	G	A	A
MER02	C083	Dawes Lane, West Mersea	9.898	Y	Y	A	G	A	A
MER03	C097	Brickhouse Field, West Mersea	8.349	Y	N				R
MER04	C098	Bower Hall Farm, West Mersea	1.898	N					R
MER05	C108	East Road, East Mersea	10.5	Y	Y	R	G	A	A
MER06	C151	Land adj Colchester Road, West Mersea	5.129	N	N				R
MER07	C197	Colchester Road, West Mersea	1.226	N	N				R



MER08	C207	Haycocks Lane, West Mersea	1.648	Y	N				R
MER09	S0134	Land between Firs Chase and The Lane, West Mersea	0.981	N	Y				R
MER10	S0138	Open space off Upland Road, West Mersea	0.939	N	N				R
MER11	S0139	Land rear of High Street North, West Mersea	0.58	N	N				R
MER12	S0140	Open space off Victoria Esplanade, West Mersea	1.566	Y	N				R
MER13	S0141	Grass car park south of Victoria Esplanade, West Mersea	1.289	Y	N				R
MER14	S0142	Seaview Caravan Site, Seaview Avenue, West Mersea	8.738	Y	N				R
MER15	S0144	Waldergraves Lane, West Mersea	0.86	N					R
MER16	S0145	10 Colchester Road, West Mersea	0.582	N	N				R
MER17	S0154	Land north of East Road, West Mersea	5.751	Y	N				Existing commitment
MER18	C253	Brierley Paddocks, East Road, West Mersea	9.074	Y	Y	A	G	A	A
MER19	S0241	Land west of Cross Lane, West Mersea	0.78	N					R
MER20	S0242	Land north of Estuary Park Road, West Mersea	0.803	Y	Y	A	R	A	A
MER21	S1043	Open space off Whittaker Way And Woodfield Drive, West Mersea	0.269	Y	N				R
MER22	S1061	Car park and open space off Seaview Avenue and Victoria Esplanade, West Mersea	0.27	Y	N				R
MER23	S1066	Bowling club and pavillion at 50 Yorick Road, West Mersea	0.24	N					R
MER24	C034	East Road, West Mersea	1.886	Y	Y	A	G	A	A
MER25	C007	Cooper's Beach Holiday Park, East Mersea	2.991	Y	Y	A	G	A	A
RNE01	C050	Wick Road, Langham	1.853	Y	Y	A	A	A	A
RNE02	C053	School Lane, Great Horkesley	0.514	Y	Y	A	G	G	A
RNE03	C064	London Road, Great Horkesley	0.246	N					R
RNE04	C069	Motts Farm, Birchwood Road, Langham	7.556	Y	Y	A	G	A	A
RNE05	C077	Sun Downe, The Heath, Dedham Heath	1.257	Y	Y	A	G	G	A
RNE06	C084	Perry Grove, Grove Hill, Langham	0.527	Y	Y	A	G	A	A
RNE07	C091	Long Road West & The Heath, Dedham Heath	0.516	Y	Y	A	G	G	A
RNE08	C095	Park Lane, Langham	38.09	Y	Y	A	G	G	A
RNE09	C096	Land adj A12, Langham	8.66	Y	Y	A	G	G	A

RNE10	C112	Great Horkesley Manor, Great Horkesley	21.05	Y	Y	G	G	A	G
RNE11	C049	School Road, Langham	2.164	Y	Y	A	G	G	G
RNE12	S0050	White Cottage, Long Road East, Dedham Heath	0.806	N					R
RNE13	C213	Long Road East, Dedham	0.378	Y	Y	R	G	G	A
RNE14	S0176	Land off Coggeshall Road and Long Road East, Dedham Heath	2.688	Y	Y	R	R	G	R
RNE15	C191	Coggeshall Road, Dedham Heath	2.891	Y	Y	R	G	G	A
RNE16	S0566	The Milstream Restaurant, Mill Lane, Dedham	0.462	N					R
RNE17	S0194	Land at Gun Hill Garage, Gun Hill, Dedham	3.127	N					R
RNE18	S0188	Land off Ipswich Road, Dedham	2.507	N					R
RNE19	C182	Greyhound Hill, Langham	5.012	N					R
RNE20	S0049	Nightingale Farm, Nightingale Hill, Langham	6.44	N					R
RNE21	C169	Ipswich Road, Langham	0.416	N					R
RNE22	C221	Langham Garden Village	441.4	Y	Y	A	G	A	A
RNE23	C154	Park Lane, Langham	0.751	Y	Y	A	G	G	A
RNE24	C220	School Road, Langham	0.363	N					R
RNE25	C176	Land off Chapel Road, Langham	1.865	Y	Y	A	G	G	A
RNE26	S0190	Land south of High Street, Langham Moor, Langham	9.048	Y	Y	A	R	G	A
RNE27	C184	High Street, Langham	0.663	Y	Y	A	G	G	A
RNE28	S1184	Land fronting Straight Road, Boxted	0.585	N					R
RNE29	C164	Horkesley Road, Boxted	1.576	N					R
RNE30	C185	Horkesley Road, Boxted	2.241	N					R
RNE31	C217	Ivy Lodge (Site 4), Great Horkesley	11.84	N					R
RNE33	C175	Cedar Brook, Great Horkesley	1.815	Y	Y	A	G	A	A
RNE34	A002	West Infill, Great Horkesley	5.534	Y	N				R
RNE35	A001	North West Infill, Great Horkesley	9.122	Y	Y	A	R	G	A
RNE36	C187	Ivy Lodge (Site 1), Great Horkesley	2.363	Y	Y	R	G	G	A
RNE37	C225	The Cedars, The Causeway, Great Horkesley	0.782	N					R
RNE38	C218	Nursery, London Road, Great Horkesley	13.38	Y	Y	R	G	G	A
RNE39	C215	Ivy Lodge (Site 2), Great Horkesley	4.103	N					R

RNE40	C219	Home Farm, London Road, Little Horkesley	4.083	N					R
RNE42	A004	East Infill, Great Horkesley	5.065	Y	Y	A	R	G	A
RNE43	S0056	Nursery site south of Horkesley Road, Boxted	1.21	N					R
RNE44	C201	Rig, School Road, Langham	1.006	Y	Y	A	G	A	A
RNE45	C230	Old House Road, Great Horkesley	16.12	Y	Y	A	G	G	A
RNE46	C231	Land north of Coach Road, Great Horkesley	7.654	Y	Y	A	G	G	A
RNE47	C232	Land south of Coach Roach, Great Horkesley	16.11	Y	Y	A	G	G	A
RNE48	C233	Green Lane, Great Horkesley	6.669	Y	Y	A	G	G	A
RNE49	C216	Ivy Lodge (Site 3), Great Horkesley	9.128	Y	Y	A	G	G	A
RNE51	C240	Blackbrook Stud, Ivy Lodge Rd, Great Horkesley	7.648	N					R
RNE53	C243	Long Road East (smaller site), Dedham Heath	0.48	Y	Y	A	G	G	A
RNE54	C244	Long Road East (larger site), Dedham Heath	1.497	N					R
RNE56	C250	Ardleigh Road, Dedham	1.05	Y	Y	R	G	G	R
RNE57	Boxted NP	Hill Farm, Boxted	2.00	Y	Y	A	G	A	A
RNE58	C262	Long Road East, Dedham	0.41	Y	Y	R	G	G	R
RNE59	C264	Langham Cottage, Langham	0.35	N					R
RNE60	C095 (part)	School Road, Langham	3.16	Y	Y	A	G	A	A
RNE61	C281	Turnpike Close, Ardleigh	1.90	Y	Y	A	G	G	A
RNW01	C035	Milestone Farm, Halstead Road, Eight Ash Green	6.855	Y	Y	A	G	G	A
RNW02	C039	Halstead Road, Eight Ash Green	6.942	Y	Y	A	G	G	A
RNW03	C045	Plummers Road, Fordham	1.941	Y	Y	R	G	G	A
RNW05	C051	Brook Road, Great Tey	0.68	Y	Y	A	G	G	A
RNW06	C058B	Bures Road, Wakes Colne	2.627	Y	Y	A	A	G	A
RNW07	C058A	Colchester Road, Wakes Colne	1.327	Y	Y	A	A	G	A
RNW08	C062	White Horse Farm, Wakes Colne	0.825	N					R
RNW09	C063	Seven Star Green, Eight Ash Green	2.406	Y	Y	A	G	A	A
RNW11	C085	Brook Road, Great Tey	2.875	Y	Y	R	G	G	R
RNW12	C092	Spring Gardens Road, Chappel	0.834	N					R
RNW13	C115	Middle Green, Wakes Colne	0.249	Y	Y	R	G	G	A

RNW15	C137	Vernons Road, Chappel	0.809	N						R
RNW17	C152	Brook Hall, Chappel	2	N						R
RNW19	C155	Land south of Halstead Road, EAG	0.802	Y	Y	A	G	G		A
RNW20	C156	Land east of Swan Street, Chappel	2.648	N						R
RNW21	C157	Land north of Bacon's Lane, Chappel	1.542	Y	Y	R	G	G		A
RNW30	C198	Inworth Lane, Wakes Colne	0.935	Y	Y	R	G	G		A
RNW32	C211	Popes Lane, Chappel	2.074	N						R
RNW43	S0061	Collops Barn, Brookhouse Road, Great Tey	0.954	N						R
RNW44	S0153	Martyns Croft, Chappel Hill, Chappel	0.93	N						R
RNW46	S0170	Land south of Heath Road, Eight Ash Green	15.49	Y	Y	A	R	G		A
RNW48	S0172	Land south of Halstead Road, Eight Ash Green	4.275	N						R
RNW50	S0178	Land north of Chappel Road, Fordham	2.963	N						R
RNW56	S1320	Checkleys Farm, Tey Road, Aldham	0.558	N						R
RNW61	A006	West Infill, Wakes Colne	3.018	Y	Y	A	R	G		R
RNW62	A007	East Infill, Wakes Colne	14.32	Y	Y	A	R	G		R
RNW63	A008	East Infill, Great Tey	3.486	Y	Y	A	R	G		A
RNW65	C024	Wakes Colne Mill, Colchester Road, Wakes Colne	0.893	N						R
RNW66	C006	Swan Grove, Chappel	1.742	Y	Y	A	A	G		A
RNW67	C226	Fiddlers Hill, Fordham Heath	8.035	Y	Y	A	G	G		A
RNW68	C131	Swan Street, Chappel	1.674	Y	Y	R	G	G		A
RNW69	C132	Swan Street, Chappel	2.714	Y	Y	R	G	G		A
RNW70	C063	Seven Star Green, Eight Ash Green	5.977	Y	Y	A	G	A		A
RNW71	C263	Heathfields, Eight Ash Green	6.676	Y	Y	A	A	A		A
RNW72	C266	Abbotts Dene, Eight Ash Green	0.03	N						R
RNW73	C271	Heath Cottages, Heath Road, Eight Ash Green	0.359	N						R
RNW75	C275	Greenfield Drive, Great Tey	2.739	Y	Y	A	G	G		G
RNW76	C279	Former Brick & Tile PH, Eight Ash Green	0.165	N						R
RNW77	C280	Halstead Road, Eight Ash Green	0.966	Y	Y	A	A	A		A
RSE01	C003	Peldon Road, Abberton	4.63	Y	Y	A	G	G		G



RSE02	C030	Glebe Lane, Abberton	1.022	Y	Y	A	G	A	A
RSE03	C033	Battlewick Farm, Rowhedge	12.23	Y	Y	A	A	A	A
RSE04	C052A	Mersea Road, Peldon	1.223	Y	Y	R	G	A	A
RSE05	C052B	Lower Road, Peldon	1.06	Y	Y	R	G	A	A
RSE06	C052C	Lower Road, Peldon	1.653	N					R
RSE07	C071	Malting Green Road, Layer de la Haye	1.414	Y	Y	A	G	G	G
RSE08	C072	Rowhedge Business Park, Fingringhoe Road, Rowhedge	3.701	Y	Y	A	A	A	A
RSE09	C081	Malting Green, Abberton Road, Layer-de-la-Haye	0.777	Y	Y	R	G	G	A
RSE10	C088	Peldon Road, Abberton	0.24	Y	Y	A	G	A	A
RSE11	C100	Ashpark House, Peldon Road, Abberton	0.84	Y	Y	A	G	A	A
RSE12	C103	Cross House Cottage, Layer-de-la-Haye	0.439	Y	Y	A	G	G	G
RSE13	C106	The Folley, Layer-de-la-Haye	5.095	Y	Y	A	G	G	G
RSE15	C136	Clay Barn, Abberton Road, Fingringhoe	0.923	Y	Y	R	G	G	A
RSE16	C138	Kingsland, Abberton Road, Fingringhoe	1.323	N					R
RSE18	C173	Black Barn, The Folley, Layer de la Haye	0.874	N					R
RSE19	C177	Chestnut Farm, Abberton Road, Layer de la Haye	2.129	Y	Y	R	G	G	A
RSE20	C178	Land off Ballast Quay Road, Fingringhoe	73.2	Y	Y	A	G	A	A
RSE21	C195	Lower Road, Peldon	0.757	Y	Y	R	G	A	A
RSE22	C196	Wigborough Road, Peldon	0.647	N					R
RSE24	C205	Hosplant, St Ives Road, Peldon	2.913	Y	Y	A	A	A	A
RSE25	C206	The Lindens, Chapel Road, Fingringhoe	0.743	Y	Y	R	G	G	A
RSE26	S0113	Abberton Lodge, Layer Road, Abberton	0.947	N					R
RSE27	S0114	Land At St Ives Farm, St Ives Road, Peldon	4.044	Y	Y	A	R	A	A
RSE28	S0117	Harveys Farm, Wigborough Road, Peldon	1.28	N					R
RSE29	S0151	Rose Barn, Mersea Road, Peldon	1.138	N					R
RSE30	S0159	Land east of Greensleeves, Malting Green, Layer de la Haye	0.613	N					R
RSE31	S0160	Land at Gate Cottage off Langenhoe Hall Lane, Langenhoe	0.869	N					R

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RSE33	S0185	Land west of The Folly, Layer De La Haye	3.209	Y	Y	A	R	G	A
RSE34	S0189	Land north of Birch Road adjacent to Bolles Lane, Layer de la Haye	2.144	Y	Y	A	R	G	A
RSE35	S0212	Recreation ground, High Road, Layer de la Haye	1.569	Y	Y	A	R	G	A
RSE36	S0267	Rowhedge Wharf, Rowhedge	7.932	Y	N				Existing commitment
RSE39	C023	St Ive's Road, Peldon	1.671	Y	Y	R	G	G	A
RSE40	C126	Nightingale Corner, Layer de la Haye	0.81	Y	Y	R	G	G	A
RSE42	C238	Picketts Fm (A), Church Ln, Fingringhoe	3.18	Y	Y	R	G	A	R
RSE43	C239	Picketts Fm (B), Church Ln, Fingringhoe	4.374	Y	Y	R	G	A	R
RSE44	C246	Kingsford Business Centre, Layer Road, Layer de la Haye	0.98	N					R
RSE45	C272	Picketts Farm, Church Road, Fingringhoe	7.359	Y	Y	R	G	A	R
RSW01	C001	Whitehouse Hill, Salcott	0.512	N					R
RSW02	C002	Salcott Street, Salcott	0.33	N					R
RSW03	C041	Smythe's Green, Layer Marney	0.39	Y	Y	R	G	G	A
RSW04	C075	Mill Lane, Birch	0.846	Y	Y	R	G	G	A
RSW05	C102	Shatters Road, Layer Breton	0.249	Y	Y	R	G	G	A
RSW06	C105	Birch Street, Birch	0.571	Y	Y	A	G	G	A
RSW07	C107	School Lane, Great Wigborough	2.985	Y	Y	R	G	A	A
RSW10	C135	Zoo site, Maldon Road, Colchester	173.5	Y	Y	A	G	G	A
RSW11	C153	Bumblebee Farm, Layer Breton	1.861	Y	Y	R	G	G	A
RSW12	C172	Stamps Farm, Birch Green	1.189	Y	Y	A	G	G	A
RSW13	C189	School Lane, Great Wigborough	1.522	Y	Y	R	G	A	A
RSW14	C214	Haynes Green Road, Layer Marney	2.394	N					R
RSW15	C223	Shatters Road, Layer Breton	0.459	Y	Y	R	G	G	A
RSW16	S0012	Land at Westacre, Kelvedon Road, Inworth	0.592	N					R
RSW17	S0014	Tavistock Farm, Colchester Road, Salcott Cum Virley	2.587	N					R
RSW18	S0195	Appletrees, School Road, Messing	0.81	Y	Y	R	R	G	R
RSW19	S0309	Land south of Wyke-cote, Smythes Green	0.311	Y	Y	R	R	G	R
RSW20	S1287	Land south of White House, Mill Lane, Birch Green	0.316	N					R

RSW22	C022	Smythe's Green, Layer Marney	2.158	Y	Y	R	G	G	A
RSW23	C260	Red House, Messing	0.364	Y	Y	R	G	G	R
RSW24	C261	Birch Business Centre	1.36	N					R
STN01	C038	London Road, Copford	8.449	Y	Y	A	G	A	A
STN02	C043	Tollgate West, London Road, Stanway	11.18	Y	Y	A	G	A	A
STN03	C057	Oldhouse Farm, Stanway	0.255	Y	Y	A	G	A	A
STN04	C116	Land east of Tollgate Road, Stanway	1.681	Y	Y	G	A	A	A
STN05	C117	Lakelands NE2, Stanway	1.771	Y	N				Existing commitment
STN06	C118	Lakelands NE1, Stanway	8.301	Y	Y	A	G	A	A
STN07	C119	Land north of Lakelands Country Park & Primary Sch	5.907	Y	N				Existing commitment
STN08	C120	Land south of Lakelands Phase 1	1.027	Y	N				Existing commitment
STN09	C123	Land between London Road and A12, Stanway	45.84	Y	Y	A	G	A	A
STN11	C036	School Road, Copford	2.747	Y	Y	A	A	A	A
STN12	C143	Chitts Hill, Stanway	6.705	Y	Y	A	G	A	G
STN13	C148	Land between London Road and Railway Line, EAG	2.552	Y	Y	R	G	A	R
STN14	C149	Land north of Halstead Road, EAG	5.257	Y	Y	A	G	A	A
STN15	C150	Land south of Halstead Road, EAG	0.955	Y	Y	R	G	A	R
STN16	C162	The Willows, Foundry Lane, Copford	5.323	Y	Y	A	G	G	A
STN17	C181	Green Farmhouse, School Road, Copford	1.433	Y	Y	A	G	A	A
STN18	C183	Hall Road, Copford	1.913	Y	Y	A	G	A	A
STN19	C202	School Road, Copford	6.109	Y	Y	A	G	A	A
STN20	C208	Halstead Road, EAG	1.172	N					R
STN21	S0046	Copford Place, London Road, Copford	0.543	Y	Y	A	R	R	R
STN23	S0129	Railway sidings site, Halstead Road, Colchester	6.469	Y	N				Existing commitment
STN24	S0163	Land between Dyers Road and Warren Lane, Stanway	8.79	Y	N				Existing commitment
STN25	S0199	Land west of Queensberry Avenue, Copford	1.391	Y	N				R
STN26	S0201	Land east of Queensberry Avenue, Copford	3.032	Y	Y	A	R	A	A
STN27	S0203	Land south of London Road, Copford	1.156	Y	Y	R	R	A	R
STN29	S0206	Land off School Road, Copford	1.531	N					R

STN30	S0207	Land west of School Road, Copford	1.24	N					R
STN31	S0209	Land south of Copford Court, Copford	0.817	N					R
STN33	S0881	Stanway Village Hall, Villa Road, Stanway	0.269	Y	N				R
STN34	S0883	Stanway School playing fields, Villa Road, Stanway	0.429	Y	N				R
STN36	S0903	Open space adjacent Heath School, Winstree Road, Stanway	0.377	Y	N				R
STN38	C124	Halstead Road, Eight Ash Green	1.432	Y	Y	R	G	A	R
STN39	C242	Rosemary Almshouses, London Road, Stanway	0.72	Y	Y	A	G	G	A
STN40	n/a	Churchfields Avenue, Stanway	0.195	Y	N				Existing commitment
STN41	n/a	Fiveways Fruit Farm, Stanway	17.05	Y	N				Existing commitment
STN42	C259	London Road, Stanway	3.144	Y	Y	A	G	A	A
STN43	n/a	Former Sainsbury's site, Tollgate, Colchester	4.276	Y	Y	G	R	A	A
TIP01	C004	Peakes, Maldon Road, Tiptree	13.6	Y	Y	A	G	G	G
TIP02	C018	Rowans, Newbridge Road, Tiptree	0.467	Y	Y	A	G	G	A
TIP03	C019	Pennsylvania Lane, Tiptree	11.16	Y	Y	A	G	G	G
TIP04	C020	Oak Road, Tiptree	2.657	Y	Y	A	G	A	A
TIP05	C055	Grove Road, Tiptree	1.397	N					R
TIP06	C056	Chapel Road, Tiptree	1.213	Y	N				R
TIP07	C073	West End Road, Tiptree	1.658	N					R
TIP08	C074	Kelvedon Road, Tiptree	1.542	Y	Y	A	G	G	A
TIP09	C104	Maldon Road, Tiptree	10.05	Y	Y	A	G	G	G
TIP10	C113	Bull Lane, Tiptree	2.922	Y	Y	A	G	G	A
TIP11	C134	Grove Road, Tiptree	0.45	Y	Y	R	G	G	R
TIP12	C146	Ship Field, Tiptree	3.288	Y	Y	A	G	G	A
TIP13	C147	Nurseries Field, Tiptree	1.771	N					R
TIP15	C166	Water works, Grange Road, Tiptree	2.543	Y	Y	A	A	A	A
TIP16	C171	Towerend, Kelvedon Road, Tiptree	1.974	Y	Y	A	A	A	A
TIP17	C193	Oak Road, Tiptree	1.646	Y	Y	A	G	G	A
TIP18	C199	Pennsylvania Lane, Tiptree	3.214	N					R
TIP19	C203	Woodview Farm, Colchester Road, Tiptree	0.536	N					R



TIP20	S0197	Land abutting Grange Road and Pennsylvania Lane, Vine Farm, Tiptree	12.81	Y	N				R
TIP21	S0221	Land adjacent Little Oaks, Pennsylvania Lane, Tiptree	0.677	Y	Y	A	R	A	A
TIP22	S0224	Land adjacent Milldene School, Tiptree	2.274	Y	N				R
TIP23	S0225	Land north of Grove Road, Tiptree	4.764	Y	Y	A	R	A	R
TIP24	S0226	Rhubarb Hall, Grove Road, Tiptree	2.025	Y	Y	A	R	A	R
TIP25	S0227	Land north of Factory Hill, Tiptree	4.112	Y	N				Existing commitment
TIP26	S0228	Land south of Cherry Chase, Tiptree	0.668	N					R
TIP27	S0230	Land north of Maldon Road, Tiptree	2.733	Y	Y	A	G	G	G
TIP28	S0942	BT buildings, Station Road, Tiptree	0.255	Y	R				R
TIP29	S0950	Land surrounding Petrol Filling Station, Maypole Road, Tiptree	0.48	Y	Y	A	R	A	R
TIP31	C179	Stockbridge Farm, Newbridge Road, Layer Marney	1.612	N					R
TIP32	S0133	Land off Maldon Road, Tiptree	0.588	Y	N				R
TIP33	C127	Land in North West Tiptree	20.32	Y	Y	A	R	A	A
TIP34	C228	Fourwinds, Pennsylvania Lane, Tiptree	1.657	Y	Y	A	G	A	A
TIP35	C125	Sun House, Kelvedon Road, Tiptree	0.587	N					R
TIP37	C251	Colchester Road, Tiptree	2.68	N					R
TIP38	C252	Newbridge Road, Tiptree	3.07	Y	Y	A	G	G	A
TIP39	C265	Grove Road, Tiptree	2.159	Y	Y	A	A	G	A
TIP40	C267	Colchester Road, Tiptree	2.472	Y	Y	A	G	G	G
WBG01	C009	Valley Crescent, West Bergholt	0.389	Y	Y	G	G	G	G
WBG02	C013	Colchester Road, West Bergholt	8.469	Y	Y	A	G	G	A
WBG03	C016	Colchester Road, West Bergholt	2.485	Y	Y	A	G	G	A
WBG04	C017	Armoury Road, West Bergholt	1.182	Y	Y	A	G	A	A
WBG05	C060	Colchester Road, West Bergholt	1.919	Y	Y	A	G	G	A
WBG06	C061	Hall Road, West Bergholt	0.733	N					R
WBG07	C109	Colchester Road, West Bergholt	3.04	Y	Y	A	G	A	A
WBG08	C110	Colchester Road, West Bergholt	1.528	N					R
WBG09	C158	Land off Colchester Road, West Bergholt	2.882	Y	Y	G	G	G	G

WBG10	C165	High Trees Farm, West Bergholt	6.619	Y	Y	A	A	A	A
WBG11	S0234	Land west of Lexden Road, West Bergholt	0.925	N					R
WBG12	S0235	Land west of Orpen Close, West Bergholt	0.572	N					R
WBG13	S0360	Coney Byes, Coney Byes Lane, West Bergholt	0.435	N					R
WBG14	A005	North East Infill, West Bergholt	23.27	Y	Y	A	R	A	A
WBG15	C099	Hall Road, West Bergholt	37.13	N					R
WBG16	C268	Cooks Hall Lane, West Bergholt	0.224	N					R
WBG17	C277	Nayland Road, West Bergholt	0.588	Y	Y	A	G	A	A
WIV01	C021	Rectory Road, Wivenhoe	15.12	Y	Y	A	G	G	G
WIV02	C159	Land off Colchester Road, Wivenhoe	12.75	Y	Y	A	G	G	G
WIV03	C160	Land off Elmstead Road, Wivenhoe	0.972	Y	Y	A	G	G	G
WIV04	C180	Elmstead Road, Wivenhoe	15.37	Y	Y	A	G	G	G
WIV05	S0147	Area of woodland north of Elm Grove, Wivenhoe	0.868	N	N				R
WIV06	S0181	Land between university and Wivenhoe settlement, Wivenhoe	78.4	Y	N				R
WIV07	S0243	King George Field, Wivenhoe	2.493	Y	N				R
WIV08	S0244	Land west of King George Field, Wivenhoe	0.788	N					R
WIV09	S0245	Land south east of Wivenhoe Wood, Wivenhoe	1.033	N					R
WIV10	S0246	Land adjacent Broomgrove School, Wivenhoe	0.971	N					R
WIV11	S0249	Land north west of Cricket Ground, Wivenhoe	0.733	Y	N				R
WIV12	S1135	Open space at Bowers Road, Wivenhoe	0.304	Y	Y	A	R	R	R
WIV13	S1137	Open space fronting Bobbits Way, Wivenhoe	0.376	Y	Y	A	R	R	R
WIV14	C078	Land adjoining Millfield School, Wivenhoe	8.835	Y	Y	R	G	G	R
WIV15	N/A	Cedrics, The Avenue, Wivenhoe	0.25	Y	N				Existing commitment
WST01	C047	London Road, Marks Tey	3.084	Y	Y	A	G	A	A
WST02	C082	Wilsons Lane, Marks Tey	0.61	Y	Y	A	G	A	A
WST03	C094	Old London Road, Marks Tey	8.821	Y	Y	A	A	A	A
WST04	C101	Mill Road, Marks Tey	0.452	Y	Y	A	G	A	A
WST05	C121	Gateway 120, Marks Tey	664.4	Y	Y	A	G	A	A
WST06	C130	North Lane, Marks Tey	13.65	N					R

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WST07	C139	Rectory Road, Copford Green	9.864	Y	Y	A	G	A	A
WST08	C122	Land adjacent to A12, Marks Tey	322.3	Y	Y	A	G	A	A
WST09	S0168	Land north of Coggeshall Road, Little Tey	5.323	Y	Y	A	A	A	A
WST10	S0215	Land south west of Wilsons Lane, Marks Tey	0.612	Y	Y	G	A	A	A
WST11	S0217	Land south west of Motts Lane, Marks Tey	1.836	Y	Y	A	A	A	A
WST12	A009	North West Infill, Marks Tey	167.8	Y	Y	A	A	A	A
WST14	C031	Easthorpe Road, Easthorpe	3.207	Y	Y	A	A	A	A
WST15	C227	Church Farm, Church Lane, Marks Tey	1.377	Y	Y	A	G	A	A
WST16	C235	Salmon's Corner, Great Tey	0.373	Y	Y	A	G	A	A
WST17	C236	Brickworks, Church Lane, Marks Tey	37.99	Y	Y	A	G	A	A
WST18	C245	Mulberry Green, Copford	0.9	Y	Y	A	G	A	A
WST19	C248	Motts Lane, Marks Tey	1.245	Y	Y	A	G	A	A
WST20	C269	Easthorpe Road, Easthorpe	5.938	Y	Y	R	G	A	R
WST21	C270	Godbolts Farm, Marks Tey	0.858	N					R
WST22	C273	Little Badcocks Farm, Easthorpe	1.772	Y	Y	R	G	A	R

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