

## Scale of impacts – means of giving quantitative scores

<b>Air quality/Greenhouse gases</b>	
Major Adverse	-3
Moderate Adverse	-2
Minor Adverse	-1
Neutral	0
Minor Beneficial	1
Moderate Beneficial	2
Major Beneficial	3
<b>Water Environment</b>	
Very Large Adverse	-4
Large adverse	-3
Moderate adverse	-2
Slight adverse	-1
Neutral	0
Slight beneficial	1
Moderate beneficial	2
Large beneficial	3
<b>Noise and vibration</b>	
Severe adverse	-4
Substantial adverse	-3
Moderate adverse	-2
Slight adverse	-1
Neutral	0
Slight beneficial	1
Moderate beneficial	2
Substantial beneficial	3
Major Beneficial	4
<b>Biodiversity</b>	
Very serious adverse**	-5
Very serious adverse*	-4
Serious adverse	-3
Significant adverse	-2
Minor adverse	-1
Neutral	0
Minor gain	1
Significant gain	2
Major gain	3
<b>Archaeology</b>	
Large adverse	-3
Moderate adverse	-2
Slight adverse	-1
Neutral	0
Slight beneficial	1
Moderate beneficial	2
Large beneficial	3
<b>Landscape</b>	
Large adverse	-3
Moderate adverse	-2
Slight adverse	-1
Neutral	0
Slight beneficial	1
Moderate beneficial	2
Large beneficial	3

## Worksheet 4.1

## Environment: Noise

Option Name: Option B - Sudbury Western Bypass Year: _2010				
Noise Level	Estimated Population exposed – do-minimum	Estimated population exposed – do-something	Annoyance Response Function - % highly bothered by noise	Estimated Population Annoyed
Road Traffic Noise:				
LA10.18 hour (dB)				
<57	533	139	8	11 – 43 = -32
57-59	626	754	11	83 – 69 = +14
60-64	209	809	16	235 – 33 = +202
65-69	2316	1546	26	402 – 602 = -200
70-74	209	658	39	257 – 82 = +175
>75	14	17	50	9 – 7 = +2
<i>Estimated Population Annoyed by road traffic</i>				<i>997 - 836 = +161</i>

## Worksheet 4.3

## Environment: Local air quality

Option Name:	Western Bypass			Year:	2010
<b>A131 Ballingdon Hill</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	10	14	32	58	114
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	10	9	18	29	66
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	10	11	21	32	74
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	18.78	18.11	-0.67		
Roadside NO <sub>2</sub>	12.58	10.98	-1.60		
<b>Bulmer Rd</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	21	24	18	20	83
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	21	16	10	10	57
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	21	19	12	11	63
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	18.04	17.90	-0.14		
Roadside NO <sub>2</sub>	10.91	10.50	-0.40		
<b>Ballingdon St</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	106	18	18	6	148
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	106	12	10	3	131
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	106	14	12	3	135
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	19.48	18.31	-1.17		
Roadside NO <sub>2</sub>	13.89	11.72	-2.16		
<b>Cross St</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	53	4	32	22	111
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	53	3	18	11	84
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	53	3	21	12	89
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	19.61	18.59	-1.02		
Roadside NO <sub>2</sub>	14.10	12.18	-1.91		
<b>Mill Hill/Stour St (between Mill Ln and Walnut Tree Ln)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	36	54	51	43	184
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	36	35	28	22	121
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	

NO <sub>2</sub> Weighted Properties	36	43	33	24	136
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	19.70	18.64	-1.06		
Roadside NO <sub>2</sub>	14.25	12.31	-1.94		
<b>Gregory St (S)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	9	15	22	7	53
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	9	10	12	4	34
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	9	12	14	4	39
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	19.93	18.61	-1.32		
Roadside NO <sub>2</sub>	13.95	12.32	-1.63		
<b>Gregory St (C)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	32	38	52	26	148
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	32	25	29	13	98
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	32	30	34	14	111
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	19.75	19.37	-0.38		
Roadside NO <sub>2</sub>	13.56	13.50	-0.06		
<b>Gainsborough Rd</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	39	57	22	36	154
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	39	37	12	18	106
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	39	46	14	20	119
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	19.62	18.69	-0.93		
Roadside NO <sub>2</sub>	13.83	12.44	-1.39		
<b>Church St</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	56	39	29	8	132
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	56	25	16	4	101
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	56	31	19	4	110
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	17.95	17.98	0.03		
Roadside NO <sub>2</sub>	10.58	10.65	0.07		
<b>Friars St (Blackfriars to Church St)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	26	20	24	20	90
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	26	13	13	10	62
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	

NO <sub>2</sub> Weighted Properties	26	16	16	11	69
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	17.97	18.00	0.03		
Roadside NO <sub>2</sub>	10.64	10.68	0.04		

### **Friars St (Quay Lane to Blackfriars)**

Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	26	25	29	21	101
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	26	16	16	11	69
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	26	20	19	12	76
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	18.08	17.95	-0.13		
Roadside NO <sub>2</sub>	10.81	10.57	-0.23		

### **Friars St (Station Rd to Quay Lane)**

Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	45	45	43	57	190
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	45	29	24	29	126
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	45	36	28	31	140
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	17.91	17.92	0.01		
Roadside NO <sub>2</sub>	10.47	10.52	0.05		

### **Gainsborough St (W)**

Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	40	27	32	31	130
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	40	18	18	16	91
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	40	22	21	17	99
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	19.29	18.32	-0.98		
Roadside NO <sub>2</sub>	13.45	11.52	-1.93		

### **Gainsborough St (E)**

Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	21	35	37	25	118
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	21	23	20	13	77
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	21	28	24	14	87
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	19.34	18.27	-1.07		
Roadside NO <sub>2</sub>	13.50	11.42	-2.08		

### **Friars St (Market Hill to Station Rd)**

Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	14	15	21	17	67
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	14	10	12	9	44

NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	14	12	14	9	49
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	17.96	17.91	-0.05		
Roadside NO <sub>2</sub>	10.56	10.49	-0.07		
<b>King St</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	25	25	46	88	184
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	25	16	25	44	111
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	25	20	30	48	123
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	19.88	18.65	-1.24		
Roadside NO <sub>2</sub>	14.42	12.11	-2.31		
<b>Gt Eastern Rd</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	18	28	19	13	78
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	18	18	10	7	53
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	18	22	12	7	60
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	19.74	18.84	-0.90		
Roadside NO <sub>2</sub>	13.81	12.77	-1.04		
<b>East St (Between Mkt Hill &amp; Girling St)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	7	16	17	10	50
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	7	10	9	5	32
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	7	13	11	6	36
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	17.81	17.94	0.13		
Roadside NO <sub>2</sub>	10.22	10.55	0.33		
<b>Girling St (S)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	3	11	29	26	69
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	3	7	16	13	39
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	3	9	19	14	45
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	20.49	20.29	-0.20		
Roadside NO <sub>2</sub>	15.57	15.35	-0.22		
<b>Girling St (C)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	50	80	20	70	220
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	50	52	11	35	148

NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	50	64	13	39	166
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	19.20	19.49	0.29		
Roadside NO <sub>2</sub>	13.74	14.35	0.61		

### **Girling St (N)**

Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	27	71	50	54	202
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	27	46	28	27	128
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	27	57	33	30	146
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	19.71	20.22	0.51		
Roadside NO <sub>2</sub>	14.34	15.17	0.83		

### **Cornard Rd - Belvedere R/B to Ingrams Well Rd**

Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	9	1	13	19	42
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	9	1	7	10	26
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	9	1	8	10	29
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	18.61	19.00	0.39		
Roadside NO <sub>2</sub>	12.11	13.12	1.02		

### **Kingshill**

Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	80	64	40	50	234
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	80	42	22	25	169
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	80	51	26	28	185
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	18.96	18.40	-0.56		
Roadside NO <sub>2</sub>	13.00	11.87	-1.13		

### **Bures Rd Between Stannard Way & Church Rd**

Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	43	29	36	29	137
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	43	19	20	15	96
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	43	23	23	16	106
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>12</sub>	18.35	18.97	0.62		
Roadside NO <sub>4</sub>	11.76	13.49	1.73		

### **Shawlands Avenue (Southern Section)**

Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	60	66	56	61	243
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	60	43	31	31	164

NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	60	53	36	34	183
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>18</sub>	19.22	18.75	-0.47		
Roadside NO <sub>10</sub>	13.24	12.51	-0.74		
<b>Shawlands Avenue (Northern Section)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	28	67	5	35	135
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	28	44	3	18	92
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	28	54	3	19	104
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>19</sub>	19.09	18.86	-0.23		
Roadside NO <sub>11</sub>	13.10	12.71	-0.40		
<b>Newton Rd (east of A134 B/P roundabout)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	5	2	0	0	7
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	5	1	0	0	6
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	5	2	0	0	7
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>20</sub>	18.63	18.93	0.30		
Roadside NO <sub>12</sub>	12.11	12.59	0.48		
<b>Newton Rd (Const Hill to A134 Bypass R/b)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	96	82	78	62	318
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	96	53	43	31	223
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	96	66	51	34	246
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>21</sub>	18.48	18.93	0.44		
Roadside NO <sub>13</sub>	12.17	13.36	1.19		
<b>Newton Rd (West end to Constitution Hill)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	27	46	27	10	110
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	27	30	15	5	77
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	27	37	18	6	87
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>26</sub>	18.65	18.50	-0.15		
Roadside NO <sub>18</sub>	12.25	12.24	-0.01		
<b>East St (Girling St to Constitution Hill)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	68	50	43	52	213
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	68	33	24	26	150

NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	68	40	28	29	165
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>28</sub>	19.26	18.96	-0.31		
Roadside NO <sub>20</sub>	13.49	13.31	-0.19		
<b>Waldingfield Rd</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	159	155	156	140	610
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	159	101	86	70	416
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	159	124	101	77	461
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>29</sub>	20.34	20.56	0.22		
Roadside NO <sub>21</sub>	14.77	15.19	0.43		
<b>A134 Northern Rd (North of Newton Rd R/B)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	0	5	0	10	15
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	0	3	0	5	8
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	0	4	0	6	10
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>34</sub>	20.36	18.98	-1.38		
Roadside NO <sub>26</sub>	15.35	13.64	-1.71		
<b>A134 Springlands Way (Southern Sect)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	142	317	268	263	990
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	142	206	147	132	627
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	142	254	174	145	714
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>37</sub>	19.43	19.67	0.24		
Roadside NO <sub>29</sub>	14.20	14.57	0.37		
<b>A134 Springlands Way (Northern Sect)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	2	3	14	44	63
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	2	2	8	22	34
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	2	2	9	24	38
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	18.73	19.19	0.46		
Roadside NO <sub>2</sub>	13.03	14.22	1.19		
<b>A131 Melford Rd - northern section</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	19	24	19	19	81
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	19	16	10	10	55

NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	19	19	12	10	61
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	18.54	19.07	0.54		
Roadside NO <sub>2</sub>	12.23	13.41	1.18		
<b>A131 Melford Rd - southern section</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	162	114	100	122	498
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	162	74	55	61	352
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	162	91	65	67	385
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	19.03	19.40	0.37		
Roadside NO <sub>2</sub>	13.02	13.79	0.77		
<b>B1064 Melford R/B northwards to 8221</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	21	10	6	0	37
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	21	7	3	0	31
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	21	8	4	0	33
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	19.01	19.12	0.11		
Roadside NO <sub>2</sub>	13.51	13.68	0.17		
<b>Middleton Rd</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	99	85	19	28	231
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	99	55	10	14	179
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	99	68	12	15	195
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	17.96	18.06	0.10		
Roadside NO <sub>2</sub>	10.57	10.91	0.33		
<b>Brundon Lane</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	21	14	9	5	49
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	21	9	5	3	38
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	21	11	6	3	41
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	17.85	17.84	-0.01		
Roadside NO <sub>2</sub>	10.34	10.32	-0.02		
<b>Constitution Hill</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	67	71	54	52	244
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	67	46	30	26	169

NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	67	57	35	29	188
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	17.84	18.07	0.23		
Roadside NO <sub>2</sub>	10.30	10.82	0.52		
<b>Ingrams Well Rd</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	18	20	21	38	97
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	18	13	12	19	62
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	18	16	14	21	69
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	17.95	17.95	0.00		
Roadside NO <sub>2</sub>	10.57	10.61	0.04		
<b>North St</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	125	125	143	123	516
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	125	81	79	62	346
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	125	100	93	68	386
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	17.85	17.97	0.12		
Roadside NO <sub>2</sub>	10.31	10.64	0.33		
<b>Station Rd</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	72	37	36	47	192
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	72	24	20	24	139
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	72	30	23	26	151
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	18.10	19.03	0.92		
Roadside NO <sub>2</sub>	10.89	12.97	2.08		
<b>Kitchen Hill</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	47	20	20	3	90
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	47	13	11	2	73
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	47	16	13	2	78
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	17.92	17.99	0.07		
Roadside NO <sub>2</sub>	10.57	10.77	0.20		
<b>Western Bypass (south of Bulmer Rd RAB)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	1	6	13	21	41
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	1	4	7	11	23

NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	1	5	8	12	26
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	17.80	19.28	1.48		
Roadside NO <sub>2</sub>	10.20	13.74	3.54		
<b>Western Bypass (north of Bulmer Rd RAB)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	0	1	2	10	13
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	0	1	1	5	7
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	0	1	1	6	8
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	17.80	19.66	1.86		
Roadside NO <sub>2</sub>	10.20	14.53	4.33		
<b>Western Relief (south of Brunden Rd RAB)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	34	49	45	41	169
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	34	32	25	21	111
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	34	39	29	23	125
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	17.80	17.80	0.00		
Roadside NO <sub>2</sub>	10.20	10.20	0.00		
<b>Western Relief (north of Brunden Rd RAB)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	5	7	10	2	24
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	5	5	6	1	16
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	5	6	7	1	18
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	17.80	17.80	0.00		
Roadside NO <sub>2</sub>	10.20	10.20	0.00		
<b>New Chilton Rd (E)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	69	126	138	102	435
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	69	82	76	51	278
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	69	101	90	56	316
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	17.97	18.25	0.28		
Roadside NO <sub>2</sub>	10.64	11.37	0.73		
<b>New Chilton Rd (C)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	0	0	0	0	0
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	0	0	0	0	0

NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	0	0	0	0	0
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	17.81	18.06	0.26		
Roadside NO <sub>2</sub>	10.22	10.99	0.77		
<b>New Chilton Rd (W)</b>					
Road Banding (m)	0-50	50-100	100-150	150-200	0-200
Properties	1	0	0	0	1
PM <sub>10</sub> Weights	1.00	0.65	0.55	0.50	
PM <sub>10</sub> Weighted Properties	1	0	0	0	1
NO <sub>2</sub> Weights	1.00	0.80	0.65	0.55	
NO <sub>2</sub> Weighted Properties	1	0	0	0	1
	Do-Nothing	Do-Something	Difference		
Roadside PM <sub>10</sub>	18.40	18.51	0.11		
Roadside NO <sub>2</sub>	11.62	11.87	0.24		

## Worksheet 4.5

## Environment: Greenhouse gases

Option Name:	Western Bypass	Year:	2010
Tonnes per Year			
	Do-Minimum	Do-Something	Do-Something as % of
	Future		Future Do-Min
CO <sub>2</sub>	10,633	13,447	126%

**Worksheet 4.6 Environment: Landscape**

Area 1: Sudbury floodplain meadows and commons  
 Sub –area 1A: Rodbridge Nature Reserve

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Impact</b>	<b>Additional mitigation</b>
<b>Pattern</b>	A small scale, intimate and enclosed landscape, within the flood plain of the River Stour. The natural topography is between 25m and 30m AOD. The topography of the area of the nature reserve has been significantly disturbed by former gravel extraction, resulting in a series of water bodies. Field patterns have been obliterated by subsequent land uses.	Local	Relatively common	Medium local importance only	Hamlet not substitutable. Patterns created by gravel extraction could be substitutable in 10 years +. Vegetation enclosure substitutable in 25 years +. All assuming similar base topography and geology available	Neutral effect	
<b>Tranquillity</b>	Moderate sense of remoteness and relative isolation from traffic (although B1064 is evident from many points), in part offset by users of the nature reserve.	Sub regional	Common	Medium local and sub-regional importance (on account of nature reserve) Negligible importance at other levels	Not possible to substitute.	Neutral effect	
<b>Cultural</b>	Crossroads at Rodbridge assumed to be of ancient origin. Gravel extraction assumed to date from mid to late C20 <sup>th</sup> .	Local	Relatively common	Medium local importance only	Not possible to substitute	Neutral effect	
<b>Landcover</b>	Landcover can be divided into two parts: Rodbridge Corner is a hamlet of cottages of varying ages and styles (several with facades concealing older structures).	Sub regional (on account of nature reserve)	Relatively common	Hamlet of medium local importance Nature	Hamlet not substitutable. Nature reserve in former gravel	Neutral effect	

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Impact</b>	<b>Additional mitigation</b>
	Rodbridge Nature Reserve comprises a series of artificial water bodies, dense areas of amenity species planting, areas of rough mown grass, together with associated public amenity features such as car parks, etc. It provides a habitat for swans and mallards, and otters have been recorded in this river valley. The nature reserve is well used, with an extensive network of footpaths, etc. The Foxearth-Rodbridge road splits the two parts of Area 1A, and the B1064 Sudbury Road forms the eastern boundary of the area.			reserve of medium local and sub-regional importance Negligible importance at other levels	extraction could be substitutable in c.25 years		
<b>Summary of character</b>	Small scale, intimate landscape, comprising a well-vegetated nature reserve and a vary-aged hamlet. Only occasional views are available into and out of the area. Area 1C is included within the Dedham Vale and Stour Valley Countryside Project, and SLA and ESA designations.	Sub-regional	Relatively common	Medium local and sub-regional importance only	Nature reserve could be substituted in c.25 years	Neutral effect	

Summary assessment score: Neutral effect

Qualitative comments: None

Sub –area 1B: Sudbury northern pastures

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Impact</b>	<b>Additional mitigation</b>
<b>Pattern</b>	<p>A medium scale, fairly open landscape that forms part of the floodplain of the River Stour, with a flat and level topography generally at 20m and 25m AOD.</p> <p>The River Stour meanders through the area, but is only occasionally a significant feature, as it has no upstanding elements (except associated willows).</p> <p>The river is fed by drainage ditches that define the field patterns.</p> <p>This area is relatively well enclosed by vegetation on its boundaries.</p> <p>Area 1B includes the narrow river corridor of Belchamp Brook: a small, intimate, side valley of the River Stour.</p>	Local	Common	Medium local importance only	50 years + assuming similar base topography and geology available	<p>Large adverse effect Road, although bridged in part, would:</p> <ul style="list-style-type: none"> <li>– divide open floodplain into two parts</li> <li>– introduce a raised feature to a flat and level floodplain</li> <li>– dissect some drainage ditches</li> <li>– bridge/dominate small scale of Belchamp Brook</li> </ul>	
<b>Tranquillity</b>	<p>Sense of tranquillity reduced by presence of traffic on A131 Melford Road.</p> <p>The area has more of an urban edge feel than other parts of the floodplain, by virtue of its proximity to busy transport routes.</p>	Local	common	Medium local importance to users of footpaths	Not possible to substitute	<p>Large adverse effect Despite urban edge feel, introduction of road would significantly alter tranquillity, especially at Belchamp Brook</p>	
<b>Cultural</b>	<p>Area 1B includes the Victorian Sudbury Hall on Melford Road, the C18<sup>th</sup> Borley water mill, and C15<sup>th</sup> and C17<sup>th</sup> Borley Hall.</p> <p>The grazing meadows contain a number of WWII pill boxes.</p> <p>The former railway dates from the mid C19<sup>th</sup>.</p> <p>Area 1B contains a number of sites of archaeological interest.</p>	Local	Relatively common	Medium local importance only	Not possible to substitute	<p>Moderate adverse effect to the setting of Borley Hall, etc.</p>	
<b>Landcover</b>	<p>This area consists almost entirely of horse-grazed, improved grassland.</p> <p>The watercourses are lined with mature trees.</p>	Local	Relatively common	Medium local importance only	50 years +	<p>Large adverse effect Road would result in:</p> <ul style="list-style-type: none"> <li>– disruption/loss of grazing</li> </ul>	

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Impact</b>	<b>Additional mitigation</b>
	<p>Settlement is limited to that noted under <i>Cultural</i>.</p> <p>There are no roads within the area, but the A131 Melford Road borders it to the east.</p> <p>The Valley Walk forms the western boundary of the area, but is not a notable landscape feature at this point, although the vegetation along its route contributes to the sense of enclosure.</p> <p>A public footpath links Borley Hall to Melford Road. Elsewhere, public access is not encouraged.</p> <p>The area is of ecological value, and hosts otter, plus water vole, great crested newt and skylark.</p>					<ul style="list-style-type: none"> <li>– loss of hedgerow and trees at A131/A134 junction</li> <li>– loss of vegetation along river banks and ditches</li> <li>– loss of vegetation at Belchamp Brook</li> </ul>	
<b>Summary of character</b>	<p>Medium scale, flat, flood plain, horse-grazed improved grassland, divided by the meandering river and willow-lined drainage channels.</p> <p>Vegetation screens most views into the area.</p> <p>The area to the east of the river is a SLA and the whole of Area 1B is within an ESA.</p>	Local	Relatively common	Medium local importance only	<p>Cultural elements could not be substituted</p> <p>Vegetation cover and land uses could be substituted within 50 years assuming similar base topography and geology available</p>	<p>Large adverse effect</p> <p>Effects as detailed above</p> <p>Plus, occasional glimpses of traffic management proposals and traffic calming schemes on Melford Road, viewed within context of existing urban edge.</p>	

Summary assessment score: Large adverse effect

Qualitative comments:

- Assumption that the road would, in part, be bridged
- Assumption that traffic management proposals and traffic calming schemes would be within highway boundary
- Assumption that:
  - the topography of the embankment and form of the raised structure would be sympathetically designed to relate to existing landscape
  - some floodplain connectivity would be maintained beneath the raised structure
  - ditch lines and vegetation would be retained wherever possible, and that where not possible, ditches would be diverted
  - hedge lines, etc. would be replanted in vicinity of realigned A131/A134 junction
  - vegetation in vicinity of Belchamp Brook would be reinstated



Sub –area 1C: Sudbury western commonland

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Impact</b>	<b>Additional mitigation</b>
<b>Pattern</b>	<p>An area of open meadows, forming part of the flood plain for the River Stour. Area 1C is flat and level, and generally between 20m and 25m AOD.</p> <p>The River Stour meanders through the area, fed by shallow ditches (defining the field patterns) meandering across the meadows. The navigation follows a less sinuous line close to the western boundary of the town. These features are only visually significant where lined with trees.</p> <p>Area 1C is quite well enclosed by mature vegetation.</p>	Sub-regional, on account of relationship with town	Relatively rare	<p>High local and sub-regional importance</p> <p>Low regional importance</p> <p>Negligible national importance</p>	100 years + assuming similar base topography and geology available	<p>Neutral effect</p> <p>No physical impact on patterns, except very minor changes at the junction of the proposed link road with Brundon Lane</p>	
<b>Tranquillity</b>	<p>Despite the close proximity to the town, Area 1C is surprisingly enclosed. The meadows are easily accessible to the town, and thus very well used as a recreational amenity. Although remaining tranquil, the area is animated by grazing cattle and the extensive recreational uses.</p>	Sub-regional	Relatively rare on account of level of public access available	<p>High local and sub-regional importance</p> <p>Low regional importance</p> <p>Negligible national importance</p>	Not possible to substitute	<p>Neutral effect</p> <ul style="list-style-type: none"> <li>– negligible changes arising from changes in traffic flows on Brundon Lane</li> <li>– negligible improvements arising from reductions in traffic volumes on Ballingdon Bridge</li> </ul>	
<b>Cultural</b>	<p>The meadows relate very well to the historic core of Sudbury. Although the meadows are recorded in the C12<sup>th</sup>, it is likely that they are pre-conquest in origin. It is likely that they would have been of economic importance to the inhabitants in former times, producing reeds for thatch, rushes</p>	Sub-regional	Relatively rare	<p>High local importance</p> <p>Medium sub-regional importance</p> <p>Low regional importance</p> <p>Low national importance</p>	Not possible to substitute	Neutral effect	

	<p>for lights and baskets, as well as grazing for cattle.</p> <p>The grazing meadows contain a number of WWII pill boxes.</p> <p>The former railway dates from the mid C19<sup>th</sup>.</p>						
<b>Landcover</b>	<p>Area 1C is predominately grassland, being a mixture of semi-improved and improved grassland, used as grazing for cattle and horses, and as a public amenity, with many footpaths crossing it (especially in the eastern half). There is also an area of amenity grassland in the area west of Valley Walk.</p> <p>The river is tree lined, and the navigation more open, with reeds along its edge. Trees and hedges close to the eastern boundary screen views of the town. Brundon Some of the trees along, and in the vicinity of, Brundon Lane are covered by TPOs.</p> <p>Hall is screened by a variety of ornamental and indigenous species.</p> <p>Valley Walk supports tall vegetation in parts, which contributes to the enclosed nature of the western edge (and screens the urban-edge land uses along Brundon Lane).</p> <p>There are few hedges within Area 1C, but those that are present are of a variety of specie composition, and variable in height.</p> <p>The area contains no settlement. However, Mill Hotel (a converted former mill on the boundary), with associated mill pond, etc. is a popular place to feed swans and</p>	Sub-regional on account of level of public interaction	Relatively rare on account of level of public interaction	High local importance Medium sub-regional importance Low regional importance Low national importance	100 years +	Neutral effect	

	<p>ducks. The footbridges within the area vary in style, age and condition, e.g. from timber to scaffold and concrete slab. There are no vehicular transport routes through Area 1C, although Ballingdon Bridge does form the southern boundary of the area, and Brundon Lane the western. However, the Valley Walk along the line of the former railway, and the River Stour (which, historically, was the main transport route for the town of Sudbury) traverse the area. Area 1C is of ecological value, containing habitats that support otters, great crested newt, pipistrelle bat, etc.</p>						
<p><b>Summary of character</b></p>	<p>An extensive area of historic open meadows spreading out across the floodplain, and forming a strong western boundary to the town of Sudbury. Area 1C is easily accessible to the town, and is very well used as a recreational amenity, and much valued by the local population. The area relates very well to the historic core of Sudbury and affords very attractive views to land marks within the town. Most views of urban edge land uses along Brundon Lane are screened by vegetation. The sinuous shape of this area increases the variety of views, since it is never completely visible. Area 1C is included within a SLA and an ESA, as well as the Dedham Vale and Stour Valley</p>	<p>Sub-regional</p>	<p>Relatively rare on account of level of public interaction available</p>	<p>High local and sub-regional importance Low regional importance Low national importance</p>	<p>Vegetation cover and land uses substitutable in 100 years + assuming similar base topography and geology available. Cultural elements not substitutable</p>	<p>Slight adverse effect, as a result of occasional views of the proposed road from localised points Occasional glimpses would also be available of traffic management proposals and traffic calming schemes on Melford Road, viewed within context of urban edge. Minor visual improvements arising from reduction of traffic on Ballingdon Bridge.</p>	

	Countryside Project. Part is designated as a LNR, and part as a Conservation Area.						
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Summary assessment score: Slight adverse effect

Qualitative comments:

- Impacts on Brundon Lane itself considered as part of the Townscape Assessment
- Assumption that traffic management proposals and traffic calming schemes would be within highway boundary
- Assumption that the proposed road would have associated mitigation planting, etc. to minimise visual impacts on wider landscape

Sub –area 1D: Sudbury southerly town meadows

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Impact</b>	<b>Additional mitigation</b>
<b>Pattern</b>	<p>An enclosed area of grassland, wetland and woodland, forming part of the flood plain for the River Stour. Area 1D is flat and level, and generally between 20m and 25m AOD.</p> <p>The River Stour meanders through the area, fed by drainage ditches (defining field patterns). Trees and sallow scrub reinforce the visual significance of the watercourses.</p> <p>Area 1D includes discontinuous blocks of woodland and plantation.</p>	Local	Relatively common	High local importance Low sub-regional importance	100 years + assuming similar base topography and geology available	Neutral effect	
<b>Tranquillity</b>	<p>This is a concealed area, not visible from the wider landscape, tucked in behind the commercial/industrial southern edge of the town.</p> <p>The area is well used as a public recreation amenity.</p> <p>Despite the constant hum of traffic, the area has a tranquil atmosphere.</p>	Local	Relatively rare in such close proximity to urban centre	High local importance, on account of location Low sub-regional importance	Not possible to substitute	Neutral effect - negligible improvements arising from reductions in traffic volumes on Ballingdon Bridge	
<b>Cultural</b>	<p>Like Area 1C, the history of the grasslands is contiguous with the development of the town.</p> <p>There is a link to the Dominican friary that existed on the edge of the medieval settlement (dissolved in 1538).</p> <p>The former railway dates from the mid 19<sup>th</sup> c.</p>	Local	Relatively rare	Medium local importance Low sub-regional importance	Not possible to substitute	Neutral effect	
<b>Landcover</b>	<p>The grassland is mix of improved grassland, mown for amenity and fringed with semi-ornamental trees, and grazed wetland meadow with willow and poplar.</p> <p>A significant portion of Area 1D is covered with broadleaf wet woodland or plantation.</p> <p>There are also areas of open water.</p> <p>The river through Friar's Meadow is used for angling, canoeing and sculling, and</p>	Local	Relatively rare	Medium local importance Low local importance	100 years + assuming similar base topography and geology available	Neutral effect	

	<p>has an annual regatta. The area includes few hedges. Although quite well used, the grasslands have not developed as amenity land to the extent of the meadows to the west of the town, and are less obviously accessible.</p> <p>The area contains no settlement. There are no vehicle transport routes through Area 1D. However, the area is traversed by the former railway, and bordered by the extant railway, which follows a line southward from Sudbury station. The River Stour was an important transport route in former times, and the basin was constructed as part of the navigation, and used in the transportation of local bricks, barley, coal, chalk, etc. downstream to Manningtree, in return for manure from London.</p> <p>Area 1D is of ecological value, containing habitats that support otters, great crested newt, pipistrelle bat, spotted flycatcher, etc.</p>						
<p><b>Summary of character</b></p>	<p>Area 1D has two distinct characters: the managed and mown Friar's Meadow, and the wilder wetland to the east. This is a concealed area, not visible from the wider landscape. Topography and vegetation limit views out, but there are extensive internal views.</p> <p>Although quite well used as a recreation resource, it is not as accessible as, and has not developed to the extent of, the grazing lands to the west of the town. Area 1D is within the Dedham Vale and Stour Valley Countryside Project area, and an ESA and a SLA. The portion nearest Ballingdon Bridge is within a Conservation Area.</p> <p>Part of the area is designated as a LNR.</p>	<p>Local</p>	<p>Relatively rare in such close proximity to urban centre</p>	<p>Medium local importance, on account of relationship to town and amenity value Low sub-regional importance Negligible regional and national importance</p>	<p>Vegetation cover and land uses substitutable in 100 years + assuming similar base topography and geology available. Cultural elements not substitutable</p>	<p>Neutral effect Minor visual improvements arising from reduction of traffic on Ballingdon Bridge. Overall effect considered neutral</p>	

Summary assessment score: Neutral effect  
Qualitative comments: None

Sub –area 2A: Jack’s Green floodplain

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Impact</b>	<b>Additional mitigation</b>
<b>Pattern</b>	<p>A band of low-lying land almost entirely below 30m AOD, and therefore partly within the floodplain, contained by the riparian vegetation of the River Stour and the rising contours of the valley topography.</p> <p>Although of large scale and open internally, this is a landscape enclosed by the vegetation along the river, and variable tree-lined hillside to the west. The field pattern is large, creating a very open and simple landscape that relates well to the river corridor.</p> <p>Many of the ditches that might otherwise have been expected have been piped, but the major ones define the field pattern.</p>	Local	Common	Medium local importance, as relates well to river corridor	50 years assuming similar base topography and geology available.	Neutral effect	
<b>Tranquillity</b>	A contained and relatively tranquil landscape.	Local	Common	Low local importance due to lack of access	Not possible to substitute	Neutral effect	
<b>Cultural</b>	<p>The Listed Ballingdon Grove (on slightly higher ground on the edge of the floodplain) was a major brick works, with three limekilns, and includes an extensive white brick boundary wall.</p> <p>Area 2A includes a number of sites of archaeological interest.</p>	Local	Relatively common	Medium local importance only	Not possible to substitute	Neutral effect	
<b>Landcover</b>	<p>This area is almost entirely in large-scale arable cultivation.</p> <p>There is a small area of improved grassland with associated tall, mixed elder and hawthorn hedges. The remainder of Area 2A is almost entirely devoid of hedges.</p> <p>On the edge of the floodplain is a commercial poplar plantation.</p>	Local	Common	Medium local importance only, on account of lack of access and views into area	50 years assuming similar base topography and geology available.	Neutral effect	

	<p>There are no settlements in this area, except occasional flint or white brick farmhouses on the boundaries of Area 2A.</p> <p>Close to Middleton Road is a block of broadleaved woodland, that provides suitable habitat for dormice.</p> <p>There are no vehicle transport routes, but the area is bordered by Middleton Road (part of which is a deep hollow lane). The River Stour was, formerly, an important transport route for Sudbury.</p> <p>There are no footpaths within this area.</p>						
<b>Summary of character</b>	<p>A distinct, large-scale, open (yet contained) landscape of arable fields between the River Stour and the rising valley side, containing neither settlement nor transport routes.</p> <p>Vegetation along the river screens views to the town.</p> <p>Area 2A is part of the Dedham Vale and Stour Valley Countryside Project, and within an ESA. The northern portion is within a SLA.</p>	Local	Common	Medium local importance only, on account of lack of public access, and limited views into area	Vegetation cover and land uses substitutable in 50 years assuming similar base topography and geology available. Cultural elements not substitutable	Neutral effect	

Summary assessment score: Neutral effect  
Qualitative comments: None

## Worksheet 4.6 Environment: Landscape

Area 2B: Great Cornard lowland

Features	Description	Scale it matters	Rarity	Importance	Substitutability	Impact	Additional mitigation
<b>Pattern</b>	An area of small sized fields of a regular pattern, mainly within the floodplain of the River Stour, and below the 30m contour, arranged in a shallow side valley. The area is defined to the north and east by the built edge of Cornard, to the west by the River Stour and to the south by a change in topography. Ditch lines mark a former minor tributary, but limited obvious linkage to the river system.	Local	Common	Medium local importance only	100 years + assuming similar base topography and geology available.	Neutral effect	
<b>Tranquillity</b>	The proximity to Great Cornard is not easily perceived due to tree cover, but the mix of land uses betrays the area's urban edge location. It contains many trees and is almost too concealed, not enjoying the popularity that a more obvious relationship with the town would offer.	Local	Relatively common	Medium local importance only Importance could be raised by improvements to the country park	50 years +	Neutral effect	
<b>Cultural</b>	The field pattern in this area has been significantly disturbed by amenity land use. Area 2B contains some sites of archaeological interest.	Local	Common	Medium local importance only	Not possible to substitute	Neutral effect	
<b>Landcover</b>	Land use comprises arable and pasture land, with a significant area of amenity grassland (school playing fields and Great Cornard Country Park). The arable fields are generally well hedged (of variable composition). There is a particularly good hedge along Blackhouse Lane (with hazel, elm and meadowsweet). Trees are usually oak or ash. Cornard Mere is designated a SSSI (the	Local	Relatively common	Medium local importance only. Importance could be raised by improvements to the country park	100 years + assuming similar base topography and geology available. Cultural elements not substitutable	Neutral effect	

	<p>only one in the study area) for its seasonally flooded fen, species rich ruderal herb vegetation, woodland, scrub and neutral grassland.</p> <p>The country park presents a manicured stretch of amenity grassland and clumps of trees; it is not well signed or interpreted.</p> <p>Area 2B contains no settlement, but several small farmsteads in close proximity.</p> <p>The river is theoretically navigable by small craft.</p> <p>Narrow, winding lanes cross this area from east to west.</p> <p>The functioning railway is not a major landscape feature, but rather marks a transition from urban edge land use to a wider riparian landscape.</p>						
<b>Summary of character</b>	<p>This is a mixed-use area, making a less clean-cut division between town and countryside than elsewhere in the Study Area.</p> <p>The landscape is enclosed, and as such does not relate well to Great Cornard.</p> <p>Area 2B is visible from the valley slopes to the south and east. Hedges and trees block internal views.</p> <p>The southern part of Area 2B is included within the Dedham Vale and Stour Valley Countryside Project, the southern and western portion in a SLA, and the lower, western portion in a ESA</p>	Local	Common	Medium local importance. Importance could be raised by improvements to the country park	Vegetation cover and land uses substitutable in 100 years + assuming similar base topography and geology available. Cultural elements not substitutable	Neutral effect	

	<p>Notwithstanding the above, a portion of Area 2B is zoned in the Babergh Local Plan, Alteration No.2, First Deposit Draft, September 2001, for housing uses. This will fundamentally alter the character of the portion of Area 2B between the B1058 Bures Road and Blackhouse Lane. This would extend the urban edge of Great Cornard into an area of arable and semi-improved farmland.</p> <p>The predicted assessment (for the allocated area) in the following columns is based on the information available to date.</p>	Local	Common	Low local importance	Not applicable	Neutral effect	
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Summary assessment score: Neutral effect

Qualitative comments: None

Area 3: Borley and Brundon lower valley sides

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Impact</b>	<b>Additional mitigation</b>
<b>Pattern</b>	<p>An area of low-lying, gently rolling, valley side, generally between 30m and 50m AOD, rising gradually to the west. This north-south flank is divided by the side valley of Belchamp Brooks, which dips to 30m AOD and shares similar characteristics to the river valley (albeit at a much reduced scale).</p> <p>Area 3 is an open landscape with extensive views to the south and east. The field pattern appears to be a regular pattern of medium-sized fields with a north-south/east-west orientation, locally disturbed, with one particularly large field between Hall Road and the Valley Walk.</p>	Local	Common	Medium local and sub-regional importance	200 years +, due to age of woodland and hedge patterns, assuming similar base topography and geology available	<p>Moderate adverse impact</p> <p>Road would result in:</p> <ul style="list-style-type: none"> <li>- division of field patterns (little relationship to existing patterns)</li> <li>- changes to topography</li> <li>- introduction of cuttings and embankments</li> </ul>	
<b>Tranquillity</b>	<p>This is a relatively isolated, tranquil area, with birdsong audible between vehicles on the roads.</p>	Sub-regional (on account of users of long distance footpaths)	Common	Medium local and sub-regional importance (on account of appreciation of users of long distance footpaths).	Not possible to substitute	Large adverse effect	
<b>Cultural</b>	<p>Hall Road crosses this area, linking Borley Green with Borley Mill via Borley Place in a typical ancient/medieval landownership pattern that would have included water meadows within the valley and woodland on the heavy clay.</p> <p>This is an ancient countryside, little changed over the centuries apart from some field amalgamation.</p> <p>Area 3 contains sites of archaeological interest.</p>	Medium local	Common	Medium local importance	Not possible to substitute	<p>Moderate adverse effect</p> <p>Road would result in loss of patterns of ancient countryside, but would be relatively removed from Brundon, etc.</p>	

<p><b>Landcover</b></p>	<p>The area is generally in arable cultivation, with a network of hedges to the west of Brundon, with improved grassland to either side of Belchamp Brook and worked-out gravel pits just south of Rodbridge.</p> <p>There is a small area on the eastern edge of mixed use, supporting grassland, pasture and the woodland around the hamlet of Brundon.</p> <p>Hedges are variable in quality, with high quality hedges alongside Belchamp Brook, adjacent to Brundon Wood and near the sewage works. They are variable in species. Most are tall, often of elm, which creates some enclosure, although there is a lack of roadside hedges. There are a few ancient pollard oaks, especially on the higher ground, and some young ash.</p> <p>The hamlet of Brundon is situated on the edge of the floodplain, on slightly higher ground and different soils, and blocks views north from the main public meadows. It consists of a redbrick Georgian hall with associated flint cottage, a converted water mill (white weather board) and a row of 17<sup>th</sup> c. cottages, all set amidst pasture, and riparian and ornamental trees.</p> <p>Bardfield Bridge is a functional 20<sup>th</sup> c. redbrick and concrete structure.</p> <p>The transport pattern comprises wide spaced and sinuous, well used country lanes.</p> <p>The area contains many footpaths within the arable farmland, as well as part of the Valley Walk.</p> <p>The arable fields to the west are habitat for skylarks. Brundon Wood is an Ancient Woodland, supporting a dormouse</p>	<p>Sub-regional (on account of users of long distance footpaths)</p>	<p>Relatively common</p>	<p>Medium local and sub-regional importance (on account of appreciation by users of long distance footpaths).</p>	<p>200 years +, due to age of woodland, assuming similar base topography and geology available</p>	<p>Moderate adverse effect.</p> <p>Road would result in:</p> <ul style="list-style-type: none"> <li>- loss of vegetation along water courses, ditches, etc.</li> <li>- loss of hedges</li> <li>- loss of part of line of vegetation to west of New Cottages</li> <li>- termination/diversion of ditch lines, tracks and lanes</li> <li>- diversion of public rights of way</li> <li>- loss of arable land</li> </ul>	
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	population.						
<b>Summary of character</b>	<p>An area of low-lying, gently undulating valley side above the floodplain, in arable cultivation with some woodland and pasture. The landscape is typical of the rural landscape around Sudbury and has changed little over the centuries. This is quite a tranquil area, with good accessibility. It is open, with extensive views mainly to the east and south, especially from the upper slopes. There are few views of Sudbury or traffic on the surrounding roads from the lower land. Views into the upper area are available from higher land in Sudbury. Area 3 is within the Dedham Vale and Stour Valley Countryside Project. The valley sides of Belchamp Brook is within an ESA, and the southern portion is within a SLA.</p>	Sub-regional, on account of users of long distance footpaths	Common	Medium local and sub-regional importance, on account of appreciation by users of long distance footpaths, and number of long-distance views into the area. Negligible regional and national importance	200 years plus on account of age of woodland, assuming similar base topography and geology available. Cultural elements not substitutable	<p>Moderate adverse effect</p> <p>Effects as detailed above, plus Brundon Mill, etc. would be relatively well screened</p> <p>Road would be visible from New Cottages, etc.</p> <p>This landscape is typical of the area around Sudbury and is visible from a number of points on the opposite valley side. The road and associated cuttings/embankments would be significant features in early years, particularly as it follows a line down the valley side to meet Belchamp Brook.</p>	

Summary assessment score: Moderate adverse effect

Qualitative comments:

- Details of diversions, etc. are not yet available, but it is assumed that diversions could be designed, albeit that it would result in longer routes
- Assumption that:
  - changes in topography (embankments, cuttings, etc.) would be designed to be sympathetic to the surrounding landscape
  - hedges and blocks of vegetation would be planted to help integrate road and landform into landscape
  - ditch lines and vegetation would be retained wherever possible, and that where not possible, ditches would be diverted
  - footpaths and bridle ways physically affected by the road would be subject to diversions
  - any severance issues would be resolved

Area 4: Middleton and Auberies rolling valley side farmland

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Impact</b>	<b>Additional mitigation</b>
<b>Pattern</b>	An extensive area of valley side, being very undulating leading up to the plateau, and rolling gently down to meet the floodplain, reflecting the underlying geology. The field pattern is semi-regular and of medium size. The pattern is marked clearly by the large number of tall hedges within the area. There is an area of parkland to the north of the A134.	Local	Relatively common	Medium local and sub-regional importance, on account of impact of hedge and woodland patterns on wider landscape	200 + years	Large adverse effect Road would result in: <ul style="list-style-type: none"> <li>- loss of field patterns, hedge lines, ditches, etc.</li> <li>- significant changes to topography of Kitchen Hill and Ballingdon Hill</li> <li>- changes to patterns at proposed junction with Kitchen Hill</li> <li>- changes to alignment of A134</li> <li>- diversions to lanes, etc.</li> </ul>	
<b>Tranquillity</b>	Away from the A131, this is a quiet and relatively tranquil area.	Local	Common	Low local importance due to lack of public access	Not possible to substitute	Moderate adverse effect	
<b>Cultural</b>	Auberies, a Grade II Listed park and garden, is included on the English Heritage <i>Register of Historic Parks and Gardens</i> . It comprises a mid C18 <sup>th</sup> garden, overlaid by an early C19 <sup>th</sup> landscape (possibly with involvement from Repton). The area around the house (situated in the north-western corner of the park) affords fine views towards the	National, on account of presence of views replicated in Gainsborough painting	Unique, on account of presence of view in Gainsborough painting	Medium local to national importance due to presence of views replicated in Gainsborough painting	Not possible to substitute	Large adverse effect Introduction of road and associated features into view replicated in Gainsborough painting	

	<p>C19<sup>th</sup> lake, the upper parts of the Stour valley and Sudbury beyond; a view replicated in Gainsborough's painting <i>Mr and Mrs Andrews</i> (c.1748). The park is well screened from roads, the only parts visible to public view are the lake in the valley bottom (which can be seen from Sandy Lane) and the entrance gates off the A131.</p> <p>The C16<sup>th</sup> Ballingdon Hall was built on the site of the confiscated estate of the Dominican Friars. In 1972 it was moved 1,000 yards to its present site.</p> <p>Middleton village is largely C20<sup>th</sup>, with an older core. Building materials include soft red brick and flint.</p> <p>On Kitchen Hill, there is a long terrace of Victorian cottages, probably associated with the nearby brickworks and chalk pit. Sandy Lane is a very deep loke; its steep sides heavily overgrown with nettle and therefore little used.</p> <p>Area 4 contains a number of sites of archaeological interest.</p>						
<b>Landcover</b>	<p>Area 4 is mainly farmland, generally in arable cultivation, with a little pasture and notable blocks of woodland, an area of parkland, an area of amenity landscape, together with some disused chalk pits. There are a small number of dispersed settlements, with farms and associated buildings. Middleton is the only sizeable settlement in this area.</p> <p>The woods contain oak, ash, chestnut and sycamore, and the area has a wealth of hedges, mainly very tall, principally of mixed hawthorn or hazel. Tiltscroft Wood, at the top of Ballingdon Hill, is prominent in the wider landscape, and provides a habitat for dormice.</p> <p>The A131 (via Ballingdon Hill) is the main</p>	Local	Relatively rare	Medium local and sub-regional importance	Not possible to recreate parkland. Remainder of area could be replicated in 200 years +	<p>Large adverse effect</p> <p>Road would result in loss/diversion (at least in part) of important features of landscape:</p> <ul style="list-style-type: none"> <li>- sunken lane (part of)</li> <li>- the eastern portion of Tiltscroft Wood</li> <li>- arable and pasture</li> <li>- hedges along A134</li> </ul> <p>Introduction of new</p>	

	approach to Sudbury from the south-west. Other minor, often sunken, routes (Kitchen Hill, Sandy Lane) follow a line down the steep valley sides to converge with the A131 before it crosses the river. There are few public footpaths in the area.					junction at base of Kitchen Hill	
<b>Summary of character</b>	An extensive area of rolling valley side, generally in arable production, with several blocks of woodland and an area of parkland. Although traversed by the A134 and a number of sunken lanes, the area is relatively devoid of public footpaths, and remains hidden from close proximity viewpoints. Although separated from the town, it relates to it visually, and affords extensive long distance views across Sudbury and Great Cornard. Area 4 is part of the Dedham Vale and Stour Valley Countryside Area. The north-eastern portion is within a SLA.	National, on account of presence of views replicated in Gainsborough painting	Unique, on account of presence of view in Gainsborough painting	Medium local to national importance due to presence of views replicated in Gainsborough painting	200 years plus on account of age of woodland, assuming similar base topography and geology available. Cultural elements not substitutable	Large adverse impact As detailed above, plus this landscape (including Tiltscroft Wood) is an important and frequent feature in views out of Sudbury and Great Cornard Lighting of proposed junction on Kitchen Hill would be introduce an alien feature to a previously rural landscape	

Summary assessment score: Large adverse effect

Qualitative comments:

- Assumption that:
  - changes in topography (embankments, cuttings, junctions, etc.) would be designed to be relatively sympathetic to the surrounding landscape
  - hedges and blocks of vegetation would be planted to help integrate road and landform into landscape
  - ditch lines and vegetation would be retained wherever possible, and that where not possible, ditches would be diverted
  - hedges and blocks of vegetation would be planted to help integrate junction into landscape and screen views from wider landscape
  - footpaths and bridle ways physically affected by the road would be subject to diversions
  - any severance issues would be resolved
  - road and associated measures would be designed to minimise impact on Tiltscroft Wood
  - New junction would be lit with cut-off lighting to minimise light pollution

Area 5: Sudbury

See Worksheet 4.7 Environment: Townscape

Area 6: Little Cornard to Chilton rolling eastern valley slopes

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Impact</b>	<b>Additional mitigation</b>
<b>Pattern</b>	A band of steep, undulating valley between the built edge of eastern Sudbury and the farmed plateau, with a topography between 30m and 70m AOD. The field pattern, particularly in the southern section, is notably small-scale.	Local	Common	Medium local importance	100 years +	Neutral effect	
<b>Tranquillity</b>	This is a relatively tranquil landscape, despite the neighbouring urban-edge land uses.	Local	Common	Medium local importance	Not possible to substitute	Neutral effect	
<b>Cultural</b>	Chilton Hall is a Grade II Listed historic moated house, set within a small estate (including a 17 <sup>th</sup> century wall garden). The principle building is the east wing, built in the mid C16 <sup>th</sup> , in red brick, on the site of an earlier medieval house. The house is well screened from the B1115, and although the drive off the B1115 is a public footpath, there are no public views of the gardens. The adjacent St Mary's church is Grade I Listed, with C15 <sup>th</sup> flint work and a C16 <sup>th</sup> square brick tower. Prospect Hill is a hollow lane.	Regional, on account of Chilton Hall	Relatively rare	High local importance Medium sub-regional importance	Not possible to substitute	Neutral effect	

<p><b>Landcover</b></p>	<p>Area 6 has a mixed land use, mainly mixed farming (pasture on the lower ground, and arable on the better-drained slopes), with a small estate (and associated residential development) around the moated Chilton Hall. The area includes a number of tall hedges, either pure hawthorn or mixed blackthorn with hazel, dogwood, etc. There is an important collection of seven mature black poplars on the eastern edge of Great Cornard, and woodland (some of it ornamental) associated with Chilton Hall. There is little settlement, except that associated with Chilton and around Chilton Hall. The transport pattern in this area comprises a network of narrow, meandering lanes. There are several footpaths in this area, usually associated with grass stripes through or alongside arable fields. The water tower to the east of Great Cornard is a prominent feature in the landscape.</p>	<p>Local</p>	<p>Relatively rare, on account of black poplars</p>	<p>Medium local importance</p>	<p>200 years + on account of woodland</p>	<p>Neutral effect</p>	
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<p><b>Summary of character</b></p>	<p>A narrow band of mixed use farmland on steeply sloping valley side, bordering the eastern, industrial edge of Sudbury, affording few views out. Area 6 includes a number of significant historical landscape features, including Chilton Hall and Chilton church.</p> <p>However, the area appears to be in transition and under threat, being visually, and in places physically, influenced by the neighbouring industrial edge of Sudbury. Although the area can be seen from the opposing valley side, topography and vegetation limit views within the area, with no views over the plateau to the east. Buildings in the foreground block views over the town.</p> <p>From the edge of Prospect Hill lane extensive views are available over the valley, the town and the opposing valley side.</p> <p>The western-most and southern-most parts of Area 6 are within the Dedham Vale and Stour Valley Countryside Project. The southern-most portion is within a SLA.</p>	<p>Local</p>	<p>Common</p>	<p>Medium local and sub-regional importance</p>	<p>Planting and land uses could be substituted in 200 years +, cultural elements not substitutable</p>	<p>Neutral effect Localised points would afford views over the opposite valley, and the proposed road, embankments and cuttings would be visible, particularly in the early years. It is considered that this would be a relatively minor impact on the character area Some increases in traffic volumes on A134, as a result of traffic management proposals.</p>	
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	<p>Notwithstanding the above, a significant portion of Area 6 is zoned in the Babergh Local Plan, Alteration No.2, First Deposit Draft, September 2001, for housing and employment uses. This will fundamentally alter the character of the portion of Area 6 between the A134 Springlands Way, and the B1115 Waldingfield Road. An area to the west of Great Cornard is allocated for housing.</p> <p>This would extend the urban edge of Sudbury and Great Cornard up the valley side.</p> <p>The predicted assessment (for the allocated area) in the following columns is based on the information available to date.</p>	Local	Common	Low local importance	Not applicable	<p>Neutral effect</p> <p>Some increases in traffic volumes on A134, as a result of traffic management proposals</p>	
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Summary assessment score: Neutral effect

Qualitative comments: None

Area 7: Waldingfield plateau

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Impact</b>	<b>Additional mitigation</b>
<b>Pattern</b>	An area of flat to slightly undulating plateau, between 65m and 75m AOD. The field pattern in Area 7 generally comprises regular or sub-regular, medium to large scale fields (there is some evidence of field amalgamation). The exception is the former WWII airfield to the west of Great Waldingfield, where the fields remain unenclosed.	Local	Common	Medium local importance	100 years +	Neutral effect	
<b>Tranquillity</b>	This is a quiet landscape, where the simple, medium to large-scale arable landscape contrasts strongly with the busyness of the valley floor.	Local	Common	Medium local importance	Not possible to substitute	Neutral effect	
<b>Cultural</b>	Area 7 includes a number of historic features. The Class A standard airfield was laid out during WWII at a cost of £1 million. It included three intersecting runways, the longest 6,000 ft long, and accommodation for 3,000 personnel.	Local	Relatively common	Medium local importance	Not possible to substitute	Neutral effect	
<b>Landcover</b>	The predominant land use in Area 7 is arable farming, including the former airfield (although the runways and some buildings remain). There are many hedges in this area; common species include oak, field maple and hawthorn, together with hedgerow oak. The arable margins of the runways have been designated as a CWS, as has Cuckoo Tye Farm Road on the edge of the study area. There is a scattering of scattered farms and hamlets. Area 7 is well served by road transport routes, with a variety of roads linking Sudbury to Acton (Acton Lane), Great Waldingfield (B1115), the A134, etc.	Local	Common	Medium local interest	100 years +	Neutral effect	

	There are several footpaths within Area 7, particularly in the area around Grange Farm, Chilton.						
<b>Summary of character</b>	A quiet area of plateau, including a former WWII airfield, used for arable agriculture. Hedges border the medium to large-scale fields, and the area is well served by transport routes. Extensive views are available in all directions. The western-most portion is within the Dedham Vale and Stour Valley Countryside Project.	Local	Common	Medium local importance only	Not possible to recreate parkland. Remainder of area could be replicated in 100 years +	Neutral effect Some increase in traffic volumes on A134, as a result of traffic management proposals.	

Summary assessment score: Neutral effect

Qualitative comments: None

Area 8: Rodbridge to Newman's Green northern farmed slopes

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Impact</b>	<b>Additional mitigation</b>
<b>Pattern</b>	<p>An area of gently undulating valley side, sloping down to meet the floodplain of the River Stour, with a topography between 30m and 60m AOD.</p> <p>The field pattern has been significantly disturbed (e.g. by the A134 Long Melford bypass), to leave large-scale, irregular, fields. The straightness and engineered design of the A134 is in sharp contrast to the sinuous lines of the older lanes, which work with the grain of the landscape rather than against it.</p> <p>A network of drains and ditches follows lines down the slope from the higher land. This is an open landscape with an exposed feel on the higher ground.</p>	Local	Common	Low local importance	100 years	Neutral effect Minor impacts on patterns arising from realignment of the A131/A134 roundabout	
<b>Tranquillity</b>	<p>This is not a peaceful area, since traffic on the surrounding roads provides an almost constant background.</p> <p>Any sense of tranquillity is eroded by constant sound of road traffic.</p>	Local	Common	Low local importance	Not possible to substitute	Neutral effect As a result of existing traffic volumes	
<b>Cultural</b>	<p>Historic patterns have been significantly disturbed, particularly by 20<sup>th</sup> c. transport routes. However, a Roman villa was found in the 1970s during excavation for the A134 (a SMR), and the crossroads at Rodbridge Corner are believed to be of ancient origin.</p>	Local	Common	Medium local and sub-regional importance	Not possible to substitute	Neutral effect	
<b>Landcover</b>	<p>The majority of the land is in arable production.</p> <p>Although much of the landscape is open, the area does contain some good hedges; one in particular is of particularly high value. Some local lanes have no hedges, but medium-width, species-rich verges.</p> <p>There is a good line of mature oaks along Sudbury Road.</p>	Local	Common	Medium local importance	200 years +, on account of mature oaks, etc.	Neutral effect	

	Settlement is limited to isolated farmhouses, e.g. the farm at Rodbridge House, which presents a variety of materials: red brick and tile for the house; red brick, flint or fletton for the farm buildings, with slate or tile roofs. There are a number of important transport routes within Area 8, including the B1064 Sudbury Road and the modern A134.						
<b>Summary of character</b>	An area of undulating valley side, affording extensive views over the floodplain of the River Stour and the opposing valley side. Primarily a rural landscape that has become significantly influenced, and altered, by 20 <sup>th</sup> century transport routes. This is an open landscape, with an exposed feel on the higher land. The area affords extensive views rural views over the opposing valley side, and, northwards, to the 20 <sup>th</sup> century residential development on the southern edge of Long Melford. Most of Area 8 is within the Dedham Vale and Stour Valley Countryside Project.	Local	Common	Low local importance only, on account of late 20 <sup>th</sup> c. disturbance	200 years +, on account of mature vegetation. Cultural elements could not be substituted	Slight adverse effect Effects as detailed above, plus slight changes in visual quality arising from views into alignment of the proposed road from points within Area 8, balanced against existing traffic routes in foreground	

Summary assessment score: Slight adverse effect

Qualitative comments:

- Effects of A131 (including A131/A134 junction itself) included in the Townscape Assessment
- Assumption that the traffic management proposals and traffic calming schemes on Melford Road and at junction of A131 and A134 would be within the highway boundary
- Assumption that:
  - hedge lines and vegetation would be reinstated in vicinity of A131/A134 junction



Area 9: Bulmer farmed plateau

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Impact</b>	<b>Additional mitigation</b>
<b>Pattern</b>	An area of plateau, above 70m AOD, containing medium scale, sub-regular field patterns, with some evidence of field amalgamation. To some extent the pattern follows that of Area 4, i.e. the general alignment of field boundaries is north north-west/south south-east.	Local	Common	Medium local importance	150 years +	Slight adverse effect Physical impacts limited to realignment of A134 at Ballingdon Hill, and associated loss of hedge lines	
<b>Tranquillity</b>	Away from the A134, this is a tranquil landscape.	Local	Common	Medium local importance	Not possible to substitute	Neutral effect	
<b>Cultural</b>	This appears to be an ancient landscape (albeit modified by mid to late C20 <sup>th</sup> farming practices), with evidence of historical features, e.g. the A131 is the oldest route into the town (via Ballingdon Bridge).	Local	Common	Low local importance	Not possible to substitute	Slight adverse effect Realignment of A134	
<b>Landcover</b>	The area is generally arable farmland, with well-hedged fields. Woodland is limited to coniferous belts. However, there are several important hedges, which are generally lower in height (c.1m) than in other landscape areas. There is no settlement within the bounds of the study area, and few buildings. Within the study area, transport routes are limited to the A131 on Ballingdon Hill	Local	Common	Medium local importance	150 years +, on account of value of hedges	Slight adverse effect Loss of hedge lines and realignment of A134	
<b>Summary of character</b>	An areas of plateau, accommodating well-hedged arable farmland, but few buildings or settlement. In parts of Area 9, hedges limit views. However, from Ballingdon Hill, widespread views are available over Sudbury to the C20 <sup>th</sup> residential development on the opposite valley slopes. Area 9 is within the Dedham Vale and Stour Valley Countryside Project.	Local	Common	Medium local importance	150 years +, not possible to substitute cultural elements	Slight adverse impact Effects detailed above, plus: introduction of realigned A134 (views could be minimised by hedge planting) in views from the opposite valley side, balanced against removal of traffic from	

						lower sections of Ballingdon Hill (currently visible from opposite valley side) Some reduction in traffic on A134, as a result of traffic management proposals.	
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Summary assessment score: Slight adverse effect

Qualitative comments:

- Assumption that:hedge lines would be used to integrate realignment into landscape, and minimise impact of road in views from the wider landscape

Area 10: Little Cornard plateau

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Impact</b>	<b>Additional mitigation</b>
<b>Pattern</b>	An area of gently undulating plateau, between 55m and 70m AOD. To the east of Great Cornard, the field patterns are aligned with the former Roman road. Between Poplars Farm and Abbas Hall, the fields are more irregular. Elsewhere, the fields are of quite large scale, with paddocks around farms and hamlets. Lanes are winding and often sunken.	Local	Relatively common	Medium local importance Low sub-regional importance	150 years +, not possible to substitute cultural elements	Neutral effect	
<b>Tranquillity</b>	This landscape has the perception of being remote, set high above the town, and is quite tranquil.	Local	Relatively common	Medium local importance Low sub-regional importance	Not possible to substitute	Neutral effect	
<b>Cultural</b>	This is a long-settled, ancient countryside, containing a number of scattered ancient hamlets. Historic buildings of note in the landscape include Peacock Hall and Little Cornard church. In places, field patterns follow the line of a former Roman road.	Local	Relatively common	Medium local importance Low sub-regional importance	Not possible to substitute	Neutral effect	
<b>Landcover</b>	Much of the plateau farmland is used for orchards. Elsewhere the land is in arable production, with pasture around hamlets and farmhouses. Ancient hamlets are scattered around the area. Typical buildings comprise red brick or flint, with steeply pitched red tile roofs. Fields are bounded by tall hedges, often containing hedgerow oaks. Lanes are often sunken, and bordered by tall hedges.	Local	Relatively common	Medium local importance Low sub-regional importance	150 years +, not possible to substitute cultural elements	Neutral effect	
<b>Summary of character</b>	A long-settled, ancient landscape, comprising gently undulating plateau, set high above the town and containing a	Local	Relatively rare	Medium local importance Low sub-	150 years +, not possible to substitute cultural	Neutral effect	

	<p>number of scattered ancient hamlets.  Long distance views are available down the slopes to the valley.  Elsewhere, views in or out are screened by topography or filtered by tall hedges.  Parts of Area 10 are within an SLA and the Dedham Vale and Stour Valley Countryside Project.</p>			<p>regional importance</p>	<p>elements</p>		
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Summary assessment score: Neutral effect

Qualitative comments: None



**Worksheet 4.7 Environment: Townscape**

Study Area: **Ballingdon Core (5A1)**

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability (Yes/No)</b>	<b>Changes in do minimum</b>	<b>Impact</b>	<b>Additional Mitigation</b>
<i>Layout</i>	Independent ribbon development of medieval and Victorian residential and commercial properties, set tightly to each side of the main arterial A131 Ballingdon St, toward the bridge (and ultimately town centre), with 2 main side streets leading to a mix of C20th residential and industrial/commercial areas, to the north, west and south of the core (also see 5A2).	Local and regional	Relatively common	High – Local Low – Regional Low - National	Y < 5 yrs	U (with exception of the industrial areas)	Slightly beneficial due to limited access through Ballingdon St, to Sudbury. (Upgrade of Brundon Rd necessary and junction changes at Middleton Rd/ Ballingdon St junction), give residents easier access	
<i>Density and mix</i>	High Density of mixed dwellings/ commercial uses clustered at the core on Ballingdon Road, becomes less dense away from the town, consisting of mixed housing, with C20th	Local	Commonplace	High – Local Med – Regional Low - National	Y < 5 yrs	P	Neutral	

	detached bungalow development to the western edge, backed by light industry/ commercial and public amenity uses, including recycling and refuse sites (on Sandy Lane) beyond the edges. To the south, a typically dense C20th residential development has spread, also bordered by late C20th industrial development.							
<i>Scale</i>	Predominantly small scale 2 storey residential/commercial buildings at the core, small scale residential bungalow development at the western edge, and large scale industrial units with large mass floor areas	Local	Commonplace	High – Local Low – Regional Low - National	Y < 5 yrs	P	Neutral	
<i>Appearance</i>	Dwellings on Ballingdon Street are mainly colour washed, with red or white brick more commonly occurring closer to the bridge, mainly intact and unified. C20th housing is predominantly brick, whilst industrial units are predominantly part brick and part coloured steel cladding	Local	Relatively commonplace	High – Local* Low – Regional Low – National  *as a distinct community, at the entrance to Sudbury.	Y < 5 yrs	U (except in the industrial area)	Slightly Beneficial, based on improved visual unity of central core due to reduced traffic volume, particularly vehicles accessing	

							industrial part of Ballingdon (and wider traffic measures)	
<i>Human Interaction</i>	Area is vehicle dominated. Pedestrian use of Ballingdon St is mainly local residents shopping and accessing Sudbury town centre (being the main route in). As Ballingdon borders the wider landscape, a number of footpaths provide connections directly through the residential areas to the Stour Valley Path network, The Valley Walk (dismantled railway), and beyond, used by both residents and visitors alike.	Local (to the users of footpaths)	commonplace	High – Local Low – Regional Low - National	Y < 5 yrs	P	Moderately beneficial due to improved pedestrian usage by reduction in traffic volume directed away from Ballingdon (and wider traffic measures)	
<i>Cultural</i>	Notable features include the medieval village core (a Conservation Area) close to Ballingdon Bridge (historically always the main crossing point of The Stour), and the view to the landmark All Saints Church whilst mainly C15th, dates back to C12th, with a perpendicular tower. Also visible are many features of former industries associated with cloth	Local and Regional (on the basis as a group of landmarks it has value on regional scale)	Relatively rare	Med – Local Low – Regional Low - National	Not Possible	U	Slightly beneficial, due to improved appreciation from reduction in traffic volume	

	building, and the remains of 20 lighters (barges) at The Cut, used by former brickworks, which are part of 10, such SMRs, as well as numerous other brickworks.							
<i>Land use</i>	Mix of residential, commercial, small scale business and industrial uses,	Local	Relatively commonplace	High – Local Med – Regional Low - National	Y < 5 yrs	P	Neutral	
<i>Summary of Character</i>	An attractive, unified independent ribbon development with a medieval (designated Conservation Area) then Victorian residential/ commercial core, with predominantly C20th housing, commercial and industrial centre to the west and southern edges The area lies within a designated Special Landscape Area)	Local	Relatively commonplace	High – Local Med – Regional Low - National	Y < 5 yrs	P	Slightly beneficial due to reduction in traffic in Ballingdon, improved access to industry and visual unity in the core, and junction improvement	

Summary assessment score: **Slightly beneficial**

Qualitative comments: **Reductions in traffic, will improve pedestrian priority significantly**

Study Area: **Ballingdon Northern Quarter (5A2)**

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Changes in do minimum</b>	<b>Impact</b>	<b>Additional Mitigation</b>
<i>Layout</i>	Part of the Ballingdon development of residential and commercial properties, set to the north of the main arterial A131 Ballingdon St, consisting of a mix of few C20th residential and predominantly industrial areas, to the west on Brundon Lane, all tightly positioned against the River Stour flood plain.	Local	Relatively common	High – Local Low – Regional Low - National	Y < 5 yrs	HL	Neutral overall, although new direct access to industrial area from central interchange. New access route built through southern edge of sewage works. Parts of Brundon Rd would need upgrading for local traffic to access the interchange.	
<i>Density and mix</i>	With some low density C20th detached bungalow development to the southern edge, overshadowed by C20th low-density industrial uses, including sewage works.	Local	Relatively common	High – Local Low – Regional Low - National	Y < 5 yrs	P	Neutral	
<i>Scale</i>	Few small scale detached bungalow residences. with	Local	Relatively common	High – Local Low – Regional	Y < 5 yrs	P	Neutral	

	adjacent large scale industrial units having large floor areas			Low - National				
<i>Appearance</i>	C20th bungalow dwellings are mostly brick built, whilst industrial units are predominantly part brick and part coloured steel cladding. Development is relatively well screened by vegetation from the wider landscape area.	Local	Relatively common	Med – Local Low – Regional Low - National	Y < 5 yrs	P	Slightly adverse as loss of some screening vegetation and hedges will accommodate road	Design to ensure that additional supporting vegetation improve screening
<i>Human Interaction</i>	Area is vehicle dominated. Although Brundon Lane provides pedestrian access to the wider landscape. The road becomes a gravel track at the Sewage work, with footpath connections north, east and west, (directly beside the residential and industrial areas) as well as to the football ground and its associated open spaces, the Stour Valley Path network, The Valley Walk (dismantled railway), and beyond.	Local	Relatively common	Med – Local Low – Regional Low - National	Immediate	P	Slightly adverse, due to affects of increased traffic around footpath network in close proximity to roads.	Separation, realignment, or widening of footpaths may be necessary, with some additional planting to separate and enhance.
<i>Cultural</i>	There are no notable features within this area	Local	Relatively common	Low – Local Low – Regional Low - National	Not possible	P	Neutral	
<i>Land use</i>	Predominantly industrial, with warehouse units, a sewerage works to the north, residential dwellings to the south, and Football ground	Local	Relatively common	High – Local Low – Regional Low - National	Y < 5 yrs	P	Slightly adverse due to land loss	

	north into the wider landscape							
<i>Summary of Character</i>	Part of the Ballingdon industrial centre with some C20th housing to the south	Local	Relatively common	High – Local Low – Regional Low - National	Y < 5 yrs	P	Neutral due to balance between beneficial effect of improved industrial traffic access away from Ballingdon St, offset by significant loss of vegetation and footpath network, have an adverse impact	

Summary assessment score: **Neutral**

Qualitative comments: **The proposals will have no overall effect in the context of the whole area**

Study Area:

**Medieval Ecclesiastical Core (5B)**

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Changes in do minimum</b>	<b>Impact</b>	<b>Additional Mitigation</b>
<i>Layout</i>	A largely intact rich medieval settlement of buildings set tight above a loop in the River Stour, with a central spine extending east from the Ballindon Bridge entrance (following C10th defences), and a tangled web of narrow streets beside, becoming increasingly mixed with Victorian and C20th public services. Car parking and commercial activity at Market Hill	Local and Regional	Rare	High – Local Med – Regional Low - National	Not possible	HU	Slightly beneficial due to revised one-way system, junctions, roundabout, closure and/ or part closure of streets to traffic, additional crossings at key points, and widening of sidewalk, and effect of through route from Ballingdon, with wider traffic measures.	
<i>Density and mix</i>	Highly dense close knit Medieval and Victorian buildings, forming the main shopping and activity district along the spine. The majority	Local and regional	Relatively rare	High – Local Med – Regional Low - National	Y < 100 yrs	U	Neutral	

	are residential beyond. Market Hill is a lively open area dominated by car parking and the one-way traffic system. Numerous pockets of green open space relieve density along the western edges and open up visually/physically over the surrounding landscape, the Stour Valley river corridor and beyond. Individual river side buildings such as the Mill Hotel are spread along the west edge of the area							
<i>Scale</i>	Predominantly small scale clustered 2 or 3 storey Victorian and Medieval buildings at the core, with medium scale individual buildings on the river side	Local	Commonplace	High – Local Low – Regional Low - National	Y > 100 yrs	HU	Neutral	
<i>Appearance</i>	Varied appearance from the refurbished waterside Mill Hotel, with white painted timber facades, with juxtaposition of C20th stock brick housing, and C19th white brick granary. St Gregory's church, has a perpendicular tower, medieval porch and timber roof, whilst St Peters Chapel from late C15th has a significant number of Roman bricks, C15th glazed tiles	Local and Regionall	Rare	High – Local Med – Regional Low - National	Not Possible	HU	Slightly beneficial, due to reduced traffic at the core, resulting in improved visual unity and appearance., (Physical introduction of new	

	and pottery. Stour Street contains a number of C15th timber framed buildings, including Salters Hall. a C15th merchant house Much of the Victorian housing is white or red brick.						crossings, bollards although adverse do not outweigh the benefits)	
<i>Human Interaction</i>	Area is vehicle dominated, particularly through the spine route and Market Hill, and the residential areas, although as the spine forms part of the main shopping district, it is also of high pedestrian usage. From the medieval centre of town, numerous access points to the wider landscape of the Stour Valley Path network, The Valley Walk (dismantled railway), and beyond, are used regularly.	Local and Regional	Commonplace	High – Local Med – Regional Low - National	Y < 10 yrs	P	Moderately beneficial, due to reduced traffic flows at the core, giving greater pedestrian priority through crossings, pavements, bollards, (although a few localised negative views of the route will not significantly affect the result)	
<i>Cultural</i>	Many notable features remain intact and provide a rich focus on the Medieval past. Many dwellings in the core are medieval and landmarks such as Mill	Local and Regional	Rare	High – Local Med – Regional Low - National	Not possible	HU	Slight benefit due to improved visual appreciation of cultural	

	Hotel, Salter's Hall a C15th merchants house, St Gregory's church which dates originally from C8th, although much of it was rebuilt in 1365 (and is mentioned by name in Domesday Book), St Peters Chapel from C15th.						elements, by reduction in traffic	
<i>Land use</i>	Mainly residential, C16th,17 <sup>th</sup> dwellings, medieval weavers cottages at Ballingdon Street, Church Street, Station Road, and East Street. There are shopping and commercial uses on the river front and the spine.	Local and Regional	Relatively common	High – Local Med – Regional Low - National	Y < 5 yrs	U	Neutral	
<i>Summary of Character</i>	A unified area of high visual quality (within a Conservation Area), largely intact, rich medieval settlement of buildings set tight above a loop to the River Stour, with a central spine extending east (following C10th defences), and a tangled web of narrow streets beside, becoming increasingly mixed with Victorian and C20th public services. Pockets of green space throughout link up with the Stour and valley.	Local and Regional	Relatively Rare	High – Local Med – Regional Low - National	Not Possible	U	Slightly beneficial to the town centre users through reduced traffic volume, and traffic measures	

Summary assessment score: **Slightly beneficial**

Qualitative comments: **Reductions in traffic through the town centre giving pedestrian priority, outweigh minor views**



Study Area: **Victorian and Edwardian Town Centre(5C)**

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Changes in do minimum</b>	<b>Impact</b>	<b>Additional Mitigation</b>
<i>Layout</i>	Generally uninterrupted streets of Victorian and Edwardian properties, with some C20th intrusive commercial buildings. The northern part, has terraces of C19th weaver's cottages.	Local and Regional	Relatively common	High – Local Low – Regional Low - National	Y < 100yrs	U	Neutral	
<i>Density and mix</i>	Predominantly dense mix of Victorian and Edwardian terrace spreading out from the town centre, with a concentration of dense industrial and commercial buildings in the southern part.	Local	Relatively common	High – Local Low – Regional Low - National	Y < 20 yrs	P	Neutral	
<i>Scale</i>	Mainly small-scale 2 storey dwellings, with some 3 storey weavers cottages in the northern part. Large-scale industrial units crowd the southern edge.	Local	Relatively common	High – Local Low – Regional Low - National	Y < 50yrs	U	Neutral	
<i>Appearance</i>	The white brick weaver's houses have typically 3-storey elevations, and a large upper window to light the loom. Most dwellings such as the Victorian villas in Gainsborough Rd have red and white brick elevations, whilst Suffolk Rd has white brick villas, terraces and then red brick semi detached houses.	Local	Relatively common	High – Local Low – Regional Low - National	Y < 50yrs	U	Slightly adverse due to increased traffic flow through Melford Rd and Newton Rd (additional road markings, crossings and signage at some	

							places not considered to have significance in context of whole area)	
<i>Human Interaction</i>	The area is vehicle dominated, Melford Rd is the main route in from northwest. As the station is to the South East of this area pedestrians move between the town and the station via footpaths through the busy industrial area. Likewise the River Stour footpath network enters the town from the Stour valley corridor through the south west of the area	Local	Relatively common	High – Local Low – Regional Low - National	Y < 5yrs	P	Slightly adverse New crossing will have some beneficial effect, and new flows in Girling St some adverse, increased traffic flow through Melford Rd, and Newton Rd from western bypass	
<i>Cultural</i>	The mixed ages of the elements, leave some notable features particularly associated with the river, such as the Granary (former River Stour Navigation Company), maltings at the junction of East Street and Girling Street. The silk weaving factories of early C20th. To the north the weavers cottages have strong value	Local	Relatively common	High – Local Low – Regional Low - National	Y < 50yrs	U	Neutral	
<i>Land use</i>	Primarily residential throughout, with Victorian and Edwardian residences,	Local	commonplace	High – Local Low – Regional Low - National	Y < 50yrs	L	Neutral	

	however further south and butting up to the river corridor industrial and commercial usage predominates. Some are associated with navigation, like the Granary, which was once owned by the Stour Navigation Company, whilst others relating to silk weaving like Walters and Sons, Cornard Rd, and Vanners and Fenell Bros, still remain. Commercial uses are apparent at the Quay Theatre, which is a converted riverside warehouse.							
<i>Summary of Character</i>	Primarily Edwardian and Victorian residential core, with C20th industrial/commercial uses	Local		High – Local Low – Regional Low - National	Y < 50yrs	P	Slightly adverse (Some increase in traffic will occur on Newton Rd and Melford Rd approaches to town centre from Western bypass)	

Summary assessment score: **Slightly adverse**

Qualitative comments: **Increased traffic flows from Melford Rd and Newton Rd entries to town have significant impact on townscape**

Study Area: **Great Cornard (5D)**

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Changes in do minimum</b>	<b>Impact</b>	<b>Additional Mitigation</b>
<i>Layout</i>	Large settlement to the south of Sudbury, set beside the main arterial ribbon core development on Bures Road with a series of regular spine roads leading to irregular street patterns spreading uphill and away from the main river, rail and road corridor	Local	Commonplace	Med – Local Low – Regional Low - National	Y < 5yrs	P	Slightly adverse due to new roundabouts and traffic measures to Pot Kiln Rd.	
<i>Density and mix</i>	The old residential village core and the main arterial routes are of high density with most properties tightly set close to the road, whilst the ribbon development consists of individual low density properties. Within the C20th irregular streets, the mix of bungalows, single or paired houses and further north flats, are more dense.	Local	Commonplace	Med – Local Low – Regional Low - National	Y < 5yrs	P	Neutral	
<i>Scale</i>	The central core is small scale, where the Victorian villas with associated vegetation conceal the mass beyond, which are predominantly larger-scale mass of C20 <sup>th</sup> houses.	Local	Commonplace	Med – Local Low – Regional Low - National	Y < 5yrs	P	Neutral	
<i>Appearance</i>	Small red or white brick Victorian houses, some with decorative tile or brickwork details, at the core. The church is predominantly flint, whilst the majority housing	Local	Commonplace	Med – Local Low – Regional Low - National	Y < 10yrs	P	Slightly adverse due to increased signage, speed humps, new	

	estate behind the core are brick or colourwashed dwellings of bungalows, houses and flats. Some C19th properties on Bures Rd have red brick with timber details (to mimic medieval timber frames closer to town)						roundabouts crossings, and increased volume of traffic through Newton Rd to town	
<i>Human Interaction</i>	As a whole the area is car dominated, especially at the core, with Bures Rd being a main arterial route. Further inside the C20th estate there are plentiful amenity areas, grass verges, wide footways, sports facilities, and a small row of shops, which all serve the local community and can be accessed by pedestrians. There are also numerous access points to the wider landscape from the upper east side of Cornard where there is a sharp transition between urban and rural. A number of marked footpaths provide connections here, to views over the Stour Valley and beyond. Lower down close to the floodplain road, rail, river arteries with associated dense vegetation and properties/industries, limit visual and physical access to the wider landscape.	Local	Commonplace	Med – Local Low – Regional Low - National	Y > 5yrs	P	Slightly beneficial with new pedestrian and school crossing priorities, access is easier for pedestrians. This outweighs slightly adverse impacts, where some areas on upper ground have localised views over the southern section of the proposal	
<i>Cultural</i>	Of note is the C14th church tower, 5 SMRs, including Roman lead coffin, Paolithic axe handle, and	Local and regional	Relatively rare	Med – Local Low – Regional Low - National	Not possible	U	Neutral	

	conservation area designation. Additional views to town centre from Cornard Rd.							
<i>Land use</i>	Primarily residential throughout with C20th housing development, some commercial activity. Closer to town centre use becomes mixed with industry beside the river corridor.	Local	Commonplace	Med – Local Low – Regional Low - National	Y > 5yrs	P	Neutral	
<i>Summary of Character</i>	Large C20th settlement to the south of Sudbury, set beside the main arterial Victorian ribbon development on Bures Road with a series of regular then sub divided arteries, of irregular street patterns spreading uphill and away from the main river, rail and road corridor	Local	Commonplace	Med – Local Low – Regional Low - National	Y > 5yrs	P	Neutral (The balance between traffic measures have negligible effect in the context of the whole area)	

Summary assessment score: **Neutral**

Qualitative comments: **The measures and impacts have no overall significant effect in the context of the whole area**

Study Area: **C20th Development North(5E)**

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Changes in do minimum</b>	<b>Impact</b>	<b>Additional Mitigation</b>
<i>Layout</i>	Large settlement of regularly occurring side streets leading from the main arterial ribbon development of Melford Road, with a series of sub divided irregular street patterns of C20th development, with numerous green spaces interspersed, spreading uphill and away from the main river and road corridor. C20th and C21 <sup>st</sup> development punctures industrial northern fringe at Acton	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5 yrs	P	Slightly adverse due to new roundabouts and junction changes primarily to Melford Rd	Design to ensure that additional planting may reduce the impact.
<i>Density and mix</i>	From the less dense ribbon development on Melford Rd, the estate becomes much denser further up the slopes with some late C19th terraces at the south end above North Street. The central area is predominantly medium density C20th housing development of bungalow, houses and some flats, with grass verges, open spaces.	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5 yrs	P	Neutral	
<i>Scale</i>	Predominantly small to medium scale 20 <sup>th</sup> century housing, with many houses having space at the edges, whereas to the north towards Acton, flats are larger scale dominating blocks, with large	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5 yrs	P	Neutral	

	floor areas, whilst the C21st new homes have small floor areas in close proximity to one another.							
<i>Appearance</i>	Mainly brick built residences throughout or colour washed.	Local	commonplace	Med – Local Low – Regional Low - National	Y < 20 yrs	P	Moderately adverse, due to additional parking lane on Melford Rd, signage, crossings, humps, line marking, decreasing visual quality in the ribbon development area, as well as increased volume of traffic reduce visual quality	
<i>Human Interaction</i>	As a whole the area is dominated by car, although away from the arterial Melford Rd, there are wide footways, amenity spaces. As the area is mostly contained and bounded by main roads access to the wider landscape is limited. Bartholomew's Lane has a footpath, which connects to the northern edge of the wider landscape beyond the Eastern bypass. Other paths connect Melford Rd to the Stour Valley Walk	Local	commonplace	Med – Local Low – Regional Low - National	Y < 1 yrs	P	Slightly beneficial by enabling easier access across Melford Rd, (crossings, slower speeds) and in a wider context connectivity of path to Stour Valley Walk. Minor localised views from high ground	

							have no effect on the outcome.	
<i>Cultural</i>	Between Melford Rd and the A134 is a barn of C14th construction, formerly the chapel to a very small priory granted to Westminster Abbey in C12th. It is Grade II* listed and SAM. The present farmhouse is Grade II listed, and from mid C16th.	Local and regional	commonplace	High – Local Med – Regional Low - National	Y < 20 yrs	U	Neutral	
<i>Land use</i>	Primarily residential C20th development, set behind the main Melford Road route.	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5 yrs	P	Slightly adverse where some land and vegetation loss will occur in order to enlarge the junction.	Design to ensure that additional planting will eventually soften the junction
<i>Summary of Character</i>	Predominantly C20th housing development, ribboned on Melford Rd towards town, and estate like, behind away from the river on higher ground	Local	commonplace	Med – Local Low – Regional Low - National	Y < 10 yrs	P	Slightly adverse due to increased volume of traffic on Melford road is significant (the effect of traffic measures alone do not have a significant effect in the context of the area, despite slight benefit in Melford Rd)	



Summary assessment score: **Slightly adverse**

Qualitative comments: **Increased volume of traffic and traffic measures outweigh any pedestrian gain**

Study Area: **Southern Commercial Floodplain(5F)**

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Changes in do minimum</b>	<b>Impact</b>	<b>Additional Mitigation</b>
<i>Layout</i>	An incoherent, flat pattern of left over spaces, contained by vegetation and squeezed in between the edge of town and the river and built beside the floodplain.	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5 yrs	L	Neutral	
<i>Density and mix</i>	A low density mix of C20th and 21st commercial and industrial buildings..	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5 yrs	L	Neutral	
<i>Scale</i>	Predominantly large scale buildings, with associated open car parking in some areas.	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5 yrs	P	Neutral	
<i>Appearance</i>	Short life industrial commercial buildings, with open tarmac car parks. Open grass amenity spaces. The whole area is contained by vegetation, on the edge of the floodplain.	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5 yrs	L	Neutral	
<i>Human Interaction</i>	The area is car dominated. Beside the concentration of commercial activity, there are numerous links (although very few views out) from side streets, out into to the wider landscape which link up with the Stour Valley Path, and the disused railway.	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5 yrs	L	Neutral	
<i>Cultural</i>	The former railway line dates from C19th, from the station, the valley walk follows the medieval town pattern	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5 yrs	P	Neutral	

<i>Land use</i>	Primarily commercial and industrial uses, close to the railway station, including supermarket, leisure centre, and some public amenity open space such as cricket ground and bowling green.	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5 yrs	L	Neutral	
<i>Summary of Character</i>	A dense mix of C20th and 21st commercial and industrial buildings, close to the railway station, including supermarket, leisure centre, and some public amenity open space such as cricket ground and bowling green.	Local	commonplace	Med – Local Low – Regional Low - National	Y > 5 yrs	L	Neutral	

Summary assessment score: **Neutral**

Qualitative comments: **No significant change resulting from measures**

Study Area: **Industrial and Commercial Fringe(5G)**

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Changes in do minimum</b>	<b>Impact</b>	<b>Additional Mitigation</b>
<i>Layout</i>	Main arterial route with regular street pattern, and units grouped regularly at intervals feeding off the main route, with car forecourts bisected by footpaths.	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5yrs	HL	Slightly adverse, by widening of the main arterial route, junction changes at Newton Road, loss of green verges	
<i>Density and mix</i>	Predominantly low-density C20th industrial and commercial units, set evenly throughout development with associated parking forecourts, or expanses of car parking.	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5yrs	P	Neutral	
<i>Scale</i>	Chiefly large scale with most units having large floor areas, and large open expanses of associated forecourt parking. Most units are relatively low level.	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5yrs	L	Neutral	
<i>Appearance</i>	Generally most units are part brick and part coloured steel cladding. Tarmac roads and pavements link all areas, whilst forecourts are a mix of tarmac or concrete. Remnant hedgerows and trees appear at some edges of the development, although generally not maintained. The main arterial route of Northern Road is however	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5yrs	HL	Slightly adverse by loss of vegetation/ verge due to road widening will make industrial area more visible from outside.	

	well maintained with an amenity mown grass verge, with vegetation partially screening the uses inside.							
<i>Human Interaction</i>	The area is vehicle dominated, mainly commercial vehicles, although a footbridge exists over Northern road and the associated footpaths link Chilton District to Newton Road through the industrial estate.	Local	commonplace	Med – Local Low – Regional Low - National	Immediate	L	Slightly adverse due to road widening and junction changes, there will be effects to pedestrian routes.	
<i>Cultural</i>	All elements are the same age and as such there are no features, although remnant hedgerows and mature trees exist at the fringes,	Local	commonplace	Med – Local Low – Regional Low - National	Immediate	P	Neutral	
<i>Land use</i>	Primarily industrial estate, with local businesses, warehouse units, etc.	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5yrs	P	Slightly adverse by possible loss of amenity land at roadside.	
<i>Summary of Character</i>	Predominantly low density C20th industrial and commercial units, set evenly throughout development with associated parking forecourts, or expanses of car parking	Local	Commonplace	Med – Local Low – Regional Low - National	Y < 5yrs	L	Slightly adverse due to loss of screening vegetation, widening of road, and effect to footpath connectivity	Design will need to take into account pedestrian movements, on paths and bridges, to outlying areas

Summary assessment score: **Slightly Adverse**

Qualitative comments: **Reduced vegetation/ verges due to road widening will increase visibility of industry**



Study Area: **Central Green Lung(5H)**

<b>Features</b>	<b>Description</b>	<b>Scale it matters</b>	<b>Rarity</b>	<b>Importance</b>	<b>Substitutability</b>	<b>Changes in do minimum</b>	<b>Impact</b>	<b>Additional Mitigation</b>
<i>Layout</i>	An open rolling green space bound to the edges by school buildings, housing and located within the C20th north development. The cemetery further south is a contained area but well vegetated with mature trees.	Local	Commonplace	Med – Local Low – Regional Low - National	Y < 5yrs	P	Neutral	
<i>Density and mix</i>	A predominantly low-density open green space. A contained space with many trees, and strong boundary at the cemetery.	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5yrs	P	Neutral	
<i>Scale</i>	The majority of spaces are large scale, although small-scale intimate space at the cemetery.	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5yrs	P	Neutral	
<i>Appearance</i>	Large open space of grassland with a backdrop of housing or schools on all sides. A rolling appearance from the distance, but actually terraced to facilitate sports pitches, school uses. Lower down south of Acton Rd, the grass is less well managed. The cemetery is contained by walls and well vegetated with mature trees, paths for walking.	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5yrs	P	Neutral	
<i>Human Interaction</i>	The open area is predominantly recreational use by schools and local residents alike.	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5yrs	P	Neutral despite some localised views over	

							parts of the proposed route, although there is no effect overall in the context of the area	
<i>Cultural</i>	The cemetery, provides a green focal point, close to the city centre	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5yrs	U	Neutral	
<i>Land use</i>	Open grass fields associated with the school predominate, with an area of land south of Acton Rd reserved for a hospital, and the cemetery to the south.	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5yrs	P	Neutral	
<i>Summary of Character</i>	An open rolling green space bound to the edges by school buildings, housing and located within the C20th north development. The cemetery further south is a contained area but well vegetated with mature trees.	Local	commonplace	Med – Local Low – Regional Low - National	Y < 5yrs	L	Neutral	

Summary assessment score: **Neutral**

Qualitative comments: **No significant change**





**Worksheet 4.8 Environment: Heritage of historic resources – Plan Level**

**Western Route**

Part 1	Part 2			Part 3	Part 4
Description of Feature	Scale it matters	Significance	Rarity	Impact	Assessment
<p><b>Form:</b> Gainsborough landscape (Mr &amp; Mrs Andrews).</p> <p><b>Survival:</b> Substantially complete – survival good. Landscape now partially wooded, otherwise view little changed.</p> <p><b>Condition:</b> Currently well-managed</p> <p><b>Complexity:</b> n/a</p> <p><b>Context:</b> Tranquil rural setting</p> <p><b>Period:</b> Mid 18th Century.</p>	National	High	High	Impairment of view and loss of significance.	Large adverse
<p><b>Form:</b> Gainsborough landscape (Cornard Wood).</p> <p><b>Survival:</b> Substantially complete – survival good, but views affected by development of Great Cornard village.</p> <p><b>Condition:</b> Currently well-managed</p> <p><b>Complexity:</b> n/a</p> <p><b>Context:</b> Tranquil rural setting</p> <p><b>Period:</b> Mid 18th Century.</p>	National	High	High	No impact	Neutral
<p><b>Form:</b> River Stour navigation.</p> <p><b>Survival:</b> Good</p> <p><b>Condition:</b> Currently well-maintained</p> <p><b>Complexity:</b> n/a</p> <p><b>Context:</b> Oldest statutory navigation in the UK.</p> <p><b>Period:</b> 19th Century</p>	Regional	Moderate	Low	Some impairment if additional river crossing not in keeping with existing 19 <sup>th</sup> century character.	Slight adverse
<p><b>Form:</b> Sudbury Common. 40ha of ancient pasture and fen meadow.</p> <p><b>Survival:</b> Good</p> <p><b>Condition:</b> Currently well-maintained</p> <p><b>Complexity:</b> n/a</p> <p><b>Context:</b> historic common land</p> <p><b>Period:</b> Late Saxon/early Medieval (pre 1260)</p>	Regional	High	Moderate	No impact	Neutral

<p>Form: <b>Holloways.</b>  <b>Survival:</b> Moderate. Thos to the south and east of Sudbury are particularly good examples of the type.  <b>Condition:</b> Apparently stable  <b>Complexity:</b> n/a  <b>Context:</b> surviving historic trackways in largely rural setting  <b>Period:</b> possibly Medieval</p>	Regional	High	Moderate	Significant impairment - dissection of Sandy Lane and holloway to west of STW.	Moderate adverse
<p><b>Form:</b> Quarries (Red Crag and Chalk deposits)  <b>Survival:</b> Moderate  <b>Condition:</b> Abandoned and becoming naturally vegetated  <b>Complexity:</b> n/a  <b>Context:</b> abandoned quarries in largely tranquil setting  <b>Period:</b> various</p>	Local	Low	Low	No impact	Neutral
<p><b>Form:</b> Auberries parkland  <b>Survival:</b> Substantially complete – survival good. Landscape now partially wooded, otherwise little changed.  <b>Condition:</b> Currently well-managed  <b>Complexity:</b> n/a  <b>Context:</b> Tranquil rural setting  <b>Period:</b> 18th Century.</p>	Local	Low	Low	Slight impairment of parkland landscape	Slight adverse
<p><b>Site:</b> SMR 7  <b>Form:</b> Scatter of worked flints.  <b>Survival:</b> Low/Moderate.  <b>Condition:</b> Not known to be managed. Ploughing likely to result in progressive deterioration.  <b>Complexity:</b> Potentially representative of prehistoric activity within the wider landscape. (along lower valley sides).  <b>Context:</b> Significant topographic location – above the floodplain of the River Stour.  <b>Period:</b> Prehistoric.</p>	Local / Regional	Moderate	Moderate	No impact *	Slight Adverse / Neutral

<p><b>Site:</b> SMR 8  <b>Form:</b> Scatter of pottery sherds. Potential indication of settlement activity.  <b>Survival:</b> Low/Moderate survival of potential occupation horizon. Moderate survival of any negative archaeological features.  <b>Condition:</b> Not known to be managed. Ploughing likely to result in progressive deterioration.  <b>Complexity:</b> Potentially representative of deserted medieval settlement.  <b>Context:</b> Significant topographic location – above the floodplain of the River Stour.  <b>Period:</b> Medieval.</p>	Local / Regional	Moderate	Moderate	No impact *	Slight Adverse / Neutral
<p><b>Site:</b> SMR 9  <b>Form:</b> Scatter of burnt flints.  <b>Survival:</b> Low/Moderate.  <b>Condition:</b> Not known to be managed. Ploughing likely to result in progressive deterioration.  <b>Complexity:</b> Potentially representative of prehistoric activity within the wider landscape. (along lower valley sides).  <b>Context:</b> Significant topographic location – above the floodplain of the River Stour.  <b>Period:</b> Prehistoric.</p>	Local / Regional	Moderate	Moderate	No impact *	Slight Adverse / Neutral
<p><b>Site:</b> SMR 10  <b>Form:</b> Scatter of pottery sherds.  <b>Survival:</b> Low/Moderate.  <b>Condition:</b> Not known to be managed. Ploughing likely to result in progressive deterioration.  <b>Complexity:</b> Potentially representative of medieval occupation site within the wider landscape.  <b>Context:</b> Significant topographic location – along lower valley sides.  <b>Period:</b> 12<sup>th</sup> – 14<sup>th</sup> century.</p>	Local / Regional	Moderate	Moderate	No impact *	Slight Adverse / Neutral

<p><b>Site:</b> SMR 28  <b>Form:</b> Series of cropmarks identified from aerial photographs.  <b>Survival:</b> Moderate.  <b>Condition:</b> Not known to be managed. Ploughing likely to result in progressive deterioration.  <b>Complexity:</b> Evidence of former field boundaries and tracks.  <b>Context:</b> Indicate historic field pattern within Stour valley.  <b>Period:</b> Undated.</p>	Local	Low	Low	No impact *	Slight Adverse / Neutral
<p><b>Site:</b> SMR 78  <b>Form:</b> Stray find of gold stater of <i>Catavellauni</i>. May indicate occupation activity or prehistoric routeway.  <b>Survival:</b> n/a  <b>Condition:</b> n/a  <b>Complexity:</b> n/a  <b>Context:</b> Significant topographic location – above the floodplain of the River Stour.  <b>Period:</b> Iron Age.</p>	Local	Low / Moderate	Low / Moderate	No impact *	Slight Adverse / Neutral
<p><b>Site:</b> SMR159  <b>Form:</b> Cartographic evidence (1777) for site of a windmill.  <b>Survival:</b> Low. Ordnance Survey field report indicate some masonry remains located on a natural mound, at TL 8596 3986.  <b>Condition:</b> n/a  <b>Complexity:</b> n/a  <b>Context:</b> n/a  <b>Period:</b> Post Medieval.</p>	Local	Low	Low	No impact *	Neutral

<p><b>Site:</b> SMR 166  <b>Form:</b> Scatter of pottery sherds. Potential indication of agricultural / settlement activity.  <b>Survival:</b> Low/Moderate survival of potential occupation horizon. Moderate survival of any negative archaeological features.  <b>Condition:</b> Not known to be managed.  <b>Complexity:</b> Potentially representative of rural settlement sites within the wider landscape.  <b>Context:</b> Significant topographic location – within historic floodplain of the River Stour.  <b>Period:</b> Roman.</p>	Local / Regional	Moderate	Moderate	No impact *	Slight Adverse / Neutral
<p><b>Site:</b> SMR 167  <b>Form:</b> Scatter of worked flints &amp; burnt flints.  <b>Survival:</b> Low/Moderate.  <b>Condition:</b> Not known to be managed. Ploughing likely to result in progressive deterioration.  <b>Complexity:</b> Potentially representative of prehistoric activity within the wider landscape (along river terrace gravels).  <b>Context:</b> Significant topographic location – above the floodplain of the River Stour.  <b>Period:</b> Prehistoric.</p>	Local / Regional	Moderate	Moderate	No impact *	Slight Adverse / Neutral

<p><b>Site:</b> SMR 168  <b>Form:</b> Hexagonal pillbox of brick &amp; concrete construction. Anti-aircraft gun located within centre well.  <b>Survival:</b> Moderate – much of the brickwork surrounding the concrete structure has not survived.  <b>Condition:</b> Not known to be managed. Unlikely to deteriorate further.  <b>Complexity:</b> Representative example of WWII defences within the wider landscape. Local variations discernible in the construction of WWII defences. Number of pillboxes already lost in this area.  <b>Context:</b> Significant topographic location – overlooking River Stour. Formed part of the Eastern Defence Line. Isolated feature, but distribution of pillboxes is apparent in this area. Presently situated within tranquil rural setting.  <b>Period:</b> WWII (1939-1945)</p>	Regional	Moderate	Moderate	<p>Negative Impact</p> <p>High impact upon landscape setting.</p> <p>No impact on structure.</p>	Slight Adverse
<p><b>Site:</b> SMR 169  <b>Form:</b> Cartographic evidence (1808) for lime kilns. Field name recorded as 'Kiln Field'.  <b>Survival:</b> Unknown whether structural remains survive in this area as quarry sites are also recorded.  <b>Condition:</b> n/a  <b>Complexity:</b> Part of group of former kiln sites surrounding Sudbury.  <b>Context:</b> Limited industrial heritage within wider landscape.  <b>Period:</b> Post Medieval.</p>	Local	Low	Low	No impact *	Slight Adverse / Neutral

<p><b>Site:</b> Dismantled Railway.  <b>Form:</b> Railway cutting to west of Sudbury.  <b>Survival:</b> Good (rail cutting &amp; bridges).  <b>Condition:</b> Good. Condition unlikely to deteriorate.  <b>Complexity:</b> Part of local network of disused lines used as a leisure resource. Associated structures of contemporary date – bridges representative of railway architecture of this period.  <b>Context:</b> Local industrial archaeological heritage – part of historic landscape.  <b>Period:</b> 1865.</p>	Local / Regional	Moderate / High	Low / Moderate	Negative Impact	Slight Adverse
				* assuming preservation by record through an appropriate programme of archaeological work	

**Traffic Management: Related to Western Bypass**

Part 1	Part 2			Part 3	Part 4
Description of Feature	Scale it matters	Significance	Rarity	Impact	Assessment
<p><b>Description:</b> Western bypass  <b>Form:</b> Historic town centre.  <b>Survival:</b> Good.  <b>Condition:</b> Good. Existing high density of traffic flow through historic centre.  <b>Complexity:</b> Buildings of different periods reflecting town history.  <b>Context:</b> Concentration of historic buildings. Historic street pattern. Significant sense of place.  <b>Period:</b> Medieval – Modern</p>	Regional	High  Conservation Area  Listed Buildings	Moderate / High	Positive Impact  Positive impact on townscape – enhance setting of historic buildings.  Reduction of vibration & pollution from traffic (particularly from HGV's)	Large Beneficial.

<p><b>Description:</b> Pedestrian friendly area –</p> <ul style="list-style-type: none"> <li>• Market Hill</li> <li>• King Street</li> </ul> <p><b>Form:</b> Historic town centre.</p> <p><b>Survival:</b> Good.</p> <p><b>Condition:</b> Good.</p> <p><b>Complexity:</b> Buildings of different periods reflecting town history. Diverse architectural styles. Significant examples of period architecture.</p> <p><b>Context:</b> Concentration of historic buildings. Significant sense of place.</p> <p><b>Period:</b> Medieval – Modern</p>	Regional	<p>High</p> <p>Conservation Area</p> <p>Listed Buildings</p>	Moderate / High	<p>Positive Impact</p> <p>Positive impact on townscape – enhance setting of historic buildings.</p> <p>Reduction of traffic near historic buildings.</p>	Moderate / Large Beneficial.
<p><b>Description:</b> One lane one-way traffic flow &amp; widening of footway -</p> <ul style="list-style-type: none"> <li>• Friars Street</li> <li>• Church Street</li> <li>• Cross Street</li> <li>• Mill Hill</li> <li>• Stour Street</li> <li>• Gainsborough Street</li> <li>• Gainsborough Road</li> </ul> <p><b>Form:</b> Historic town centre. Historic street pattern.</p> <p><b>Survival:</b> Good.</p> <p><b>Condition:</b> Good. Existing dense flow of traffic.</p> <p><b>Complexity:</b> Concentration of historic buildings.</p> <p><b>Context:</b> Historic routeway to south-west of town. Significant sense of place.</p> <p><b>Period:</b> Medieval – Modern.</p>	Local / Regional	<p>High</p> <p>Conservation Area</p> <p>Listed Buildings</p>	Moderate / High	<p>Positive Impact</p> <p>Positive impact on townscape – enhance setting of historic buildings.</p> <p>Reduction in vibration near historic buildings (particularly from HGV's).</p>	Moderate Beneficial
<p><b>Description:</b> Two-way traffic flow – along Friars Street.</p> <p><b>Form:</b> Historic town centre. Historic street pattern.</p> <p><b>Survival:</b> Good.</p> <p><b>Condition:</b> Good. Existing dense flow of traffic.</p> <p><b>Complexity:</b> Concentration of historic buildings.</p> <p><b>Context:</b> Historic routeway to south-west of town. Significant sense of place.</p> <p><b>Period:</b> Medieval – Modern.</p>	Local / Regional	<p>High</p> <p>Conservation Area</p> <p>Listed Buildings</p>	Moderate / High	<p>No impact</p> <p>No reduction in traffic near historic buildings.</p>	Neutral

<p><b>Description:</b> Access only zone - Ballingdon Street  <b>Form:</b> Historic town centre. Historic street pattern.  <b>Survival:</b> Good  <b>Condition:</b> Good. Existing dense flow of traffic.  <b>Complexity:</b> Concentration of historic buildings.  <b>Context:</b> Historic routeway to south-west of town. Significant sense of place.  <b>Period:</b> Medieval - Modern.</p>	Regional	High  Conservation Area  Listed Buildings	Moderate / High	Positive Impact  Positive impact on townscape – enhance setting of historic buildings.  Reduction in vibration near historic buildings (particularly from HGV's).	Large Beneficial
<p><b>Description:</b> Access only zone - Brundon Lane.  <b>Form:</b> Rural lane.  <b>Survival:</b> Good.  <b>Condition:</b> Good. Low density of traffic flow.  <b>Complexity:</b> Historic lane.  <b>Context:</b> Lane to west of water meadow, associated with medieval settlement at Brundon. Landscape feature along lower valley slope.  <b>Period:</b> Medieval (?).</p>	Local	Moderate / High	Low	No impact	Neutral
<p><b>Description:</b> Access only zone -  <ul style="list-style-type: none"> <li>• Ballingdon Hill</li> <li>• Middleton Road</li> <li>• Sandy Lane</li> <li>• Bulmer Road</li> </ul> <b>Form:</b> 20<sup>th</sup> century buildings.  <b>Survival:</b> n/a  <b>Condition:</b> n/a.  <b>Complexity:</b> Historic routeways.  <b>Context:</b> Example of 20<sup>th</sup> century expansion of town.  <b>Period:</b> Modern.</p>	Local	Low	Low	No impact	Neutral

Traffic Calming Schemes					
Part 1	Part 2			Part 3	Part 4
Description of Feature	Scale it matters	Significance	Rarity	Impact	Assessment
<p><b>Description:</b> Traffic calming measures – Sudbury &amp; Great Cornard.</p> <p><b>Form:</b> Predominantly 20<sup>th</sup> century development, including post war housing estates.</p> <p><b>Survival:</b> n/a</p> <p><b>Condition:</b> n/a</p> <p><b>Complexity:</b> n/a</p> <p><b>Context:</b> n/a</p> <p><b>Period:</b> Victorian – Modern.</p>	Local	Low	Low	No Impact	Neutral
Traffic Management					
Part 1	Part 2			Part 3	Part 4
Description of Feature	Scale it matters	Significance	Rarity	Impact	Assessment
<p><b>Description:</b> Pedestrian friendly area - Market Hill.</p> <p><b>Form:</b> Historic town centre.</p> <p><b>Survival:</b> Good.</p> <p><b>Condition:</b> Good.</p> <p><b>Complexity:</b> Buildings of different periods reflecting town history. Diverse architectural styles. Significant examples of period architecture.</p> <p><b>Context:</b> Concentration of historic buildings. Significant sense of place.</p> <p><b>Period:</b> Medieval – Modern</p>	Regional	High Conservation Area Listed Buildings	Moderate / High	Positive Impact  Positive impact on townscape – enhance setting of historic buildings.  Reduction of traffic near historic buildings.	Moderate / Large Beneficial.
<p><b>Description:</b> One lane one-way route – along Market Hill.</p> <p><b>Form:</b> Historic town centre.</p> <p><b>Survival:</b> Good.</p> <p><b>Condition:</b> Good. Existing two-lane one way route.</p> <p><b>Complexity:</b> Buildings of different periods reflecting town history. Diverse architectural styles. Significant examples of period architecture.</p> <p><b>Context:</b> Concentration of historic buildings. Significant sense of place.</p> <p><b>Period:</b> Medieval – Modern</p>	Regional	High Conservation Area Listed Buildings	Moderate / High	Positive Impact  Positive impact on townscape – enhance setting of historic buildings.  Reduction of traffic near historic buildings.	Moderate Beneficial.

<p><b>Description:</b> Road closures -</p> <ul style="list-style-type: none"> <li>• Weavers Lane</li> <li>• Burkitts Lane</li> <li>• Goal Lane</li> <li>• East Street</li> </ul> <p><b>Form:</b> Historic centre.</p> <p><b>Survival:</b> Low concentration of historic buildings.</p> <p><b>Condition:</b> Good.</p> <p><b>Complexity:</b> Significant historic street pattern.</p> <p><b>Context:</b> Relationship of post 19<sup>th</sup> century buildings with older buildings surrounding Market Hill.</p> <p><b>Period:</b> Medieval – Modern</p>	Local	<p>Low / Moderate</p> <p>Conservation Area</p> <p>Listed Buildings</p>	Low	<p>Positive Impact</p> <p>Positive impact on townscape – enhance setting of historic buildings.</p> <p>Reduction of traffic near historic buildings.</p> <p>Positive impact on historic buildings, particularly those fronting Market Hill &amp; Gainsborough Street.</p>	Slight / Moderate Beneficial
<p><b>Description:</b> Selective widening of footways, formalisation of on-street parking whilst retaining 2-way traffic lanes, &amp; 20 mph restriction -</p> <ul style="list-style-type: none"> <li>• Ballingdon Street</li> <li>• Cross Street</li> <li>• Mill Hill</li> <li>• Stour Street</li> <li>• Friars Street</li> </ul> <p><b>Form:</b> Historic town centre. Historic street pattern.</p> <p><b>Survival:</b> Good.</p> <p><b>Condition:</b> Good. Existing dense flow of traffic.</p> <p><b>Complexity:</b> Concentration of historic buildings.</p> <p><b>Context:</b> Historic routeway to south-west of town. Significant sense of place.</p> <p><b>Period:</b> Medieval – Modern.</p>	Local / Regional	<p>High</p> <p>Conservation Area</p> <p>Listed Buildings</p>	Moderate / High	<p>Positive Impact</p> <p>Positive impact on townscape – enhance setting of historic buildings.</p> <p>Reduction in vibration near historic buildings (particularly from HGV's).</p>	Moderate Beneficial

<p><b>Description:</b> 20 mph zone.  <b>Form:</b> Historic centre.  <b>Survival:</b> Moderate / Good.  <b>Condition:</b> Good.  <b>Complexity:</b> Good sense of zoned expansion of town, particularly Victorian / Edwardian and post war development.  <b>Context:</b> Concentration of historic buildings. Significant sense of place.  <b>Period:</b> Medieval – Modern.</p>	Regional	High  Conservation Area  Listed Buildings	Moderate	Positive Impact  Reduction in vibration (particularly from HGV's) and pollution.	Moderate Beneficial
<p><b>Description:</b> Traffic calming measures &amp; cycleway along Melford Road.  <b>Form:</b> Victorian / Edwardian &amp; modern buildings.  <b>Survival:</b> Good.  <b>Condition:</b> Good.  <b>Complexity:</b> Historic routeway into town.  <b>Context:</b> Example of Victorian / Edwardian expansion of town.  <b>Period:</b> Victorian – Modern.</p>	Local	Low / Moderate	Low	Positive Impact  Reduction in vibration (particularly from HGV's) and pollution.	Slight Beneficial
<p><b>Description:</b> Two-way traffic route, &amp; signalised junctions with pedestrian crossing phases – along Girling Street.  <b>Form:</b> Historic town centre. Victorian / Edwardian buildings.  <b>Survival:</b> Good.  <b>Condition:</b> Good. Existing one-way traffic. Existing junctions &amp; crossings.  <b>Complexity:</b> Historic street pattern.  <b>Context:</b> Example of Victorian / Edwardian expansion of town.  <b>Period:</b> Victorian – Modern.</p>	Local	Local / Moderate  Conservation Area  Listed Buildings	Low	No Impact	Neutral
<p><b>Description:</b> Belle Vue Junction Single Roundabout.  <b>Form:</b> Historic route into town.  <b>Survival:</b> Poor survival of historic buildings.  <b>Condition:</b> Good. Existing traffic management.  <b>Complexity:</b> Boundary of historic town centre.  <b>Context:</b> Boundary of zoned development of town.  <b>Period:</b> Victorian – Modern.</p>	Local	Low / Moderate	Low	No Impact	Neutral

<p><b>Description:</b> Pedestrian crossing at King Street  <b>Form:</b> Historic town centre.  <b>Survival:</b> Good.  <b>Condition:</b> Good. Existing traffic management.  <b>Complexity:</b> Historic street pattern.  <b>Context:</b> Connects historic &amp; modern commercial areas.  <b>Period:</b> Victorian – Modern.</p>	Local	Moderate  Conservation Area  Listed Buildings	Low / Moderate	No Impact	Neutral
<p><b>Description:</b> Realigned exit from North Street.  <b>Form:</b> Historic town centre.  <b>Survival:</b> Good.  <b>Condition:</b> Good. Existing traffic management.  <b>Complexity:</b> Historic street pattern.  <b>Context:</b> Connects historic &amp; modern commercial areas.  <b>Period:</b> Victorian – Modern.</p>	Local	Moderate  Conservation Area  Listed Buildings	Low / Moderate	No Impact	Neutral
Overall assessment					Large adverse
Assessment based on Stage I data only					





**Worksheet 4.10 Environment: Biodiversity – Plan Level**

Description of study area	Assessment of the importance of the study area						Assessment of impact	
Area	Description of feature/attribute	Scale (at which attribute matters)	Importance (of attribute)	Trend (in relation to target)	Substitution possibilities	Biodiversity and earth heritage value	Magnitude of impact	Assessment score
<b>SSSIs</b> Cornard Mere	SSSI containing a variety of wetland habitats, including fen and woodland	National	High Aquifer-fed basin mire. Special interest by reason of wildlife features.		No potential	High	Neutral	Neutral
<b>County Wildlife Sites</b> Waldingfield Airfield Friar's/Peck's Meadows Belchamp Brook Cats Lane Reptile Site Brundon Wood	Various features of conservation value, including floodplain fen meadow and grazing marsh, aquatic ecosystem and rare arable weeds.	Regional	Medium Nature conservation sites of regional value. Special interest by reason of wildlife features.		Limited potential Limited potential No potential High potential No potential	Medium Medium High Lower High	Neutral Neutral Major Negative Neutral Neutral	Neutral Neutral Very Serious Adverse Neutral Neutral
<b>Local Nature Reserves</b> Sudbury Common Lands Guilford Meadow (Proposal) Walters Meadow (Proposal) The Valley Walk (Proposal)	Floodplain grazing marsh with grazing marsh dykes, fen meadow, ponds and other wildlife habitats, scrub, mature trees and chalk grassland.	Regional	Medium Nature conservation sites of local value		Limited potential Limited potential Limited potential Some potential	Medium Medium Medium Medium	Neutral Neutral Neutral Intermediate Negative	Neutral Neutral Neutral Significant Adverse
<b>Ancient Woodland</b> Brundon Wood	Ancient lime dominated woodland with bluebell carpet	Regional	Medium Nature conservation sites of local value		No potential	Medium	Neutral	Neutral

<b>Biodiversity Priority (BAP) habitats</b> Ancient or species rich hedgerows Fens Coastal floodplain and grazing marsh Eutrophic standing waters Lowland beech and yew woodland Wet woodland Cereal field margins Lowland dry acid grassland Lowland calcareous grassland	Habitats of regional nature conservation value, supporting a range of species of wildlife importance.	Regional	High Medium High Low Low Medium High Low Medium		No potential Limited potential Limited potential Some potential Limited potential Limited potential Some potential Some potential Limited potential	High Medium High Lower Lower Medium Medium Lower Medium	Major Negative Neutral Intermediate Negative Neutral Neutral Neutral Neutral Minor Negative Neutral	Very Serious Adverse Neutral Serious Adverse Neutral Neutral Neutral Neutral Minor Adverse Neutral
<b>Local BAP habitats</b> Lowland mixed woodland Green lanes	Habitats of local/regional nature conservation value, supporting a range of species of wildlife importance.	Regional	Medium Medium		Some potential No potential	Medium Medium	Major Negative Major Negative	Significant Adverse Significant Adverse
<b>Regional initiatives</b> Stour Valley ESA Wildlife corridors/habitat linkage	Habitats of local/regional nature conservation value, supporting a range of species of wildlife importance.	Regional	Medium Medium		Limited potential Limited potential	Medium Medium	Major Negative Major Negative	Significant Adverse Significant Adverse
<b>Sites/Habitats supporting species of EC interest</b> Great crested newt Spined loach Otter Dormouse Pipistrelle bat Daubenton's bat Noctule bat Brown long-eared bat	Species of European conservation interest (ECH2,4)	International	Medium Medium High High Medium Medium Medium Medium	Decline Decline Recovery Decline Decline Decline Decline Decline	High potential Limited potential Limited potential Limited potential Some potential Some potential Some potential Some potential	High High High High High High High	Minor Negative Neutral Intermediate Negative Minor Negative Intermediate Negative Intermediate Negative Minor Negative Minor Negative	Minor Adverse Neutral Serious adverse Minor Adverse Serious adverse Serious adverse Minor Adverse Minor Adverse

<b>Sites/Habitats supporting local BAP species</b>	Species of local/regional conservation interest	Regional	Medium Lower	Stable Decline?	Limited potential Some potential	Medium Lower	Neutral Minor Negative	Neutral Minor Adverse
<b>Sites/Habitats supporting Biodiversity Action Plan (BAP) species</b>	The Study Area supports at least 18 Priority Biodiversity Species	Regional	High	Decline	Some potential	Medium	Minor Negative	Minor Adverse
Black poplar			Medium	Decline	Some potential	Medium	Intermediate Negative	Significant Adverse
Water shrew			High	Recovery	Limited potential	High	Intermediate Negative	Serious adverse
Water vole			High	Decline	Some potential	High	Intermediate Negative	Serious adverse
Brown hare			Medium	Decline	Some potential	Medium	Intermediate Negative	Significant Adverse
Otter			Medium	Decline	Some potential	Medium	Intermediate Negative	Significant Adverse
Pipistrelle			Medium	Decline	Some potential	Medium	Intermediate Negative	Significant Adverse
Skylark			Medium	Decline	Some potential	Medium	Intermediate Negative	Significant Adverse
Song thrush			Medium	Decline	Some potential	Medium	Intermediate Negative	Significant Adverse
Linnet			Medium	Decline	Some potential	Medium	Minor Negative	Minor Adverse
Bullfinch			Medium	Decline	Some potential	Medium	Neutral	Neutral
Spotted flycatcher			Medium	Decline	Some potential	Medium	Minor Negative	Minor Adverse
Great crested newt			Medium	Decline	High potential	Medium	Neutral	Neutral
Reed bunting			Medium	Decline	Some potential	Medium	Neutral	Neutral
Corn bunting			Medium	Decline	Some potential	Medium	Neutral	Neutral
Tree sparrow			High	Decline	Limited potential	High	Minor Negative	Minor Adverse
Dormouse	Medium	Decline	Limited potential	High	Minor Negative	Minor Adverse		
Deptford pink	Medium	Decline	Some potential	Medium	Neutral	Neutral		
Shepherds needle	Medium	Decline	Some potential	Medium	Neutral	Neutral		
Spreading hedge parsley	Medium	Decline	Some potential	Medium	Neutral	Neutral		

<p>Sites/Habitats supporting Red Databook Species (RDB &amp; cRDB)</p> <p><b>Brown hare</b>  <b>Dormouse</b>  <b>All bats</b>  <b>Otter</b>  Tree sparrow  <b>Skylark</b>  <b>Linnet</b>  <b>Bullfinch</b>  <b>Kingfisher</b>  <b>Whitethroat</b>  <b>Corn bunting</b>  <b>Spotted flycatcher</b></p>	<p>The Study Area supports at least 12 RDB &amp; cRDB species</p>	<p>National</p>	<p>High</p> <p>These are species that are nationally classified as endangered, vulnerable and rare.</p>	<p>Decline  Decline  Decline  Recovery  Decline  Decline  Decline  Decline  Decline  Decline  Decline</p>	<p>Some potential  Limited potential  Some potential  Limited potential  Some potential  Some potential  Some potential  Some potential  Some potential  Some potential</p>	<p>Medium  High  High  High  Medium  Medium  Medium  Medium  Medium  Medium</p>	<p>Intermediate Negative  Minor Negative  Intermediate Negative  Intermediate Negative  Minor Negative  Intermediate Negative  Intermediate Negative  Minor Negative  Minor Negative  Minor Negative  Neutral  Neutral</p>	<p>Significant Adverse  Minor Adverse  Serious Adverse  Serious Adverse  Minor Adverse  Significant Adverse  Significant Adverse  Minor Adverse  Minor Adverse  Minor Adverse  Neutral  Neutral</p>
<p><b>Sites/Habitats supporting significant populations of Bonn/Berne Convention species</b></p> <p>Pipistrelle bat  Daubenton's bat  Otter</p>	<p>Population sizes insufficiently known at present to enable accurate comment</p>	<p>International</p>	<p>High</p> <p>These are species that are internationally classified as endangered, vulnerable and rare.</p>	<p>Decline  Decline  Recovery</p>	<p>Some potential  Some potential  Limited potential</p>	<p>High  High  High</p>	<p>Intermediate Negative  Intermediate Negative  Intermediate Negative</p>	<p>Serious Adverse  Serious Adverse  Serious Adverse</p>
<p><b>Sites/habitats supporting other species with legal protection</b></p> <p>Badger  Reptiles</p>	<p>The study area supports a large population of badger, of importance within the local/regional context. Grass snake, common lizard and slow worm have all been reported in the area. These species enjoy a degree of legal protection under the 1981 WCA</p>	<p>Regional  Local</p>	<p>Medium  Lower</p>	<p>Stable  Stable</p>	<p>Limited potential  High potential</p>	<p>Medium  Lower</p>	<p>Minor Negative  Minor Negative</p>	<p>Minor Adverse  Minor Adverse</p>







## Worksheet 4.12 Environment: Water Environment – Plan Level

<b>Description of study area/summary of potential impacts</b>		<p>Study area: Route of western bypass and impact zone</p> <p>Background information plan: Western bypass realigned at its southern most extremity (new RAB configuration at junction with Ballington Hill rather than grade separation) to avoid, as far as possible, sensitive areas and including Level 1 and 2 traffic management (includes Belle Vue upgrade).</p> <p>Summary of potential impacts: Potential moderate impact on river water quality, aquatic biodiversity, aesthetics and recreation. Potential minor impact on floodplain biodiversity, ground water quality and flood risk. Negligible impact on ponds and lakes. Using the precautionary principle the overall impact is estimated to be moderate, but with the appropriate mitigation this impact could be reduced to minor.</p>						
Assessment of the importance of the study area							Assessment of scheme impact	
Feature	Attributes / Services	Quality	Scale	Rarity	Substitutability	Importance	Magnitude	Significance
Rivers	Water Supply	High (Chemical GQA grade B, Good)	Regional	Medium	Limited	High	Moderate (Pollution during construction and operation. Full DMRB assessment required to determine more accurately)	Significant
	Transport and dilution of waste products	Medium (discharge of sewage works and drainage)	Local	Medium	Reasonable	Medium	Negligible	Insignificant
	Biodiversity	High (Biological GQA B, Good for River Stour and A, Very Good, for Belchamp Brook, Protected species like Otter, Kingfisher and Water Vole, EC Fisheries designation: ###)	National	High	Limited	High	Moderate (precautionary principle: pollution could results in some loss of aquatic biodiversity, especially during construction works)	Significant
	Aesthetics	Medium (river is only occasional a significant	Local	Low	Reasonable	Low	Moderate (bridge has large impact on river	Insignificant

	feature to landscape)					aesthetics)		
Cultural heritage	Low (1 watermill, Grade II building)	Local	Medium	Reasonable	Low	Negligible	Insignificant	
Recreation	High (The Valley Walk, navigation, recreational fishing)	Regional	Medium	Reasonable	Medium	Moderate (quiet part of Valley Walk, river and brook, will now be busy with traffic)	Low significance	
Value to economy	Medium	Local	Medium	Limited	Medium	Negligible	Insignificant	
Conveyance of flow and material	High River Stour and Belchamp Brook most significant + many drainage ditches.	Regional	High	Limited	High	Minor (could be negligible, depending on mitigation of increased hardstanding)	Low significance	
Flood-plain	Conveyance of flood flows	High (extensive Pollution during construction and operation 1 in 100 years floodplain)	Regional	High	Limited	High	Minor (could be negligible if mitigation proposed in hydraulic modelling report* is incorporated)	Low significance
	Biodiversity	High (Protected species like Otter, Kingfisher and Water Vole, Bats. Most of river corridor is BAP habitat)	National	High	Limited	High	Minor (some loss in floodplain habitat, localised damage resulting from construction works)	Low significance
	Aesthetics	High (ESA and SLA designations along river corridor)	Local	Medium	Limited	Medium	Moderate (bridge has large impact on river aesthetics)	Low significance
Ground-water	Water supply	High (11 licensed abstractions, including 1 potable water supply of Anglian Water of 1.6 Ml)	Local	High	Limited	High	Minor (Generally low vertical permeability. Could be negligible, but more detailed drainage designs need to be assessed)	Low significance
	Transport and dilution of waste	Low	Local	Low	Reasonable	Low	Negligible	Insignificant

	products							
	Value to economy	Medium	Local	Medium	Limited	Medium	Negligible	Insignificant
	Biodiversity	High (see Floodplain)	National	High	Limited	High	Negligible	Insignificant
	Conveyance of flood flows	Low	local	Low	Limited	Low	Negligible	Insignificant
Stillwater (Lakes, broads and ponds)	Biodiversity	Medium (lake at Bath wood is BAP habitat, Gr. Crested Newts found at Barleycombes pond)	Local	Medium	Reasonable	Medium	Negligible (no Stillwater near enough to be affected)	Insignificant
	Aesthetics	Low	Local	Low	Reasonable	Low	Negligible	Insignificant
	Recreation	Low (boathouse, some fishing, shooting)	Local	Low	Reasonable	Low	Negligible	Insignificant



IIEA 14/3/2003