Colchester Borough Council

Local Plan Issues and Options Paper

Sustainability Appraisal Report

Spatial Policy Team

December 2014

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Non-technical summary

Introduction

Under the Planning and Compulsory Purchase Act 2004 (as amended), Sustainability Appraisal (SA) is mandatory for Local Plans. SA is about asking at various intervals during plan preparation: "how sustainable is my plan?". A range of objectives are established and all options are assessed against these objectives to compare their environmental, economic and social effects and ultimately to assess how sustainable an option is.

In addition to SA, Local Plans must also undergo a Strategic Environmental Assessment (SEA) in accordance with European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes. The SA incorporates the requirements of the SEA Directive.

A Scoping Report was prepared and consulted upon for five weeks between 1 July and 5 August 2014.

We welcome your comments on this SA Report. Please email comments to: planning.policy@colchester.gov.uk. The closing date for this consultation is 27 February 2015.

Review of relevant plans, programmes & sustainability objectives

A review of relevant plans and programmes was undertaken. The list of documents reviewed is outlined below.

International

Review of the European Sustainable Development Strategy (2009)
European Community Biodiversity Strategy to 2020 (2012)
Environment 2010: Our Future, Our Choice (2003)

National

Adapting to Climate Change: Ensuring Progress in Key Sectors (2013)
National Planning Policy Framework (2012)
National Planning Practice Guide (2014)
DECC National Energy Policy Statement EN1 (2011)
DCLG: An Introduction to Neighbourhood Planning (2012)
JNCC/Defra UK Post-2010 Biodiversity Framework (2012)
Biodiversity 2020: A strategy for England's widlife and ecosystems services (2011)
Mainstreaming Sustainable Development (2011)
National policy for travellers (2012)
PPS 5 Historic Environment Guide (2010)
Flood and Water Management Act (2009)
Safeguarding our soils (2009)
Community Infrastructure Levy Guidance (April 2013)

UK Marine Policy Statement, HM Government (2011)
Planning Policy Statement 10: Planning for Sustainable Waste Management (2011)
The Rights of Way Circular 1/09, Department for Environment, Food & Rural Affairs, October 2009
Encouraging Sustainable Travel, Highways Agency
A12/ A120 Route based strategy, Highways Agency (2013)
East of England Route Strategy Evidence Report, Highways Agency (2014)

Regional

Haven Gateway: Programme of Development: A Framework for Growth, 2008 -2017 (2007)
Haven Gateway: Integrated Development Plan (2008)
South East LEP Investment and Funding (March/April 2014)
Anglian Water Business Plan (2015-2020) (2012)
Draft Water Resource Management Plan (2014 – 2039) (2014)
River Basement Management Plan (2014/2015) (2009)
Catchment Abstraction Management Plan
Haven Gateway Water Cycle Study: Stage 1 Report (2008)
Atkins A120 Wider Economic Impacts Study (2008)

County

Commissioning school places in Essex 2013/18 (2014)
ECC developer contributions document (2010)
Education contributions guideline supplement
ECC Corporate Plan 2013 – 2017
Vision for Essex 2013 – 2017: Where innovation brings prosperity (2013)
Corporate Outcomes Framework 2014 - 2018 Essex County Council (2014)
Essex and Southend Waste Local Plan (2001)
Essex and Southend-on-Sea Replacement Waste Local Plan (expected to be adopted 2016)
Essex Minerals Local Plan (2014)
Colchester draft Surface Water Management Plan (2014)
Essex Biodiversity Action Plan (2011)
Essex Transport Strategy: the Local Transport Plan for Essex (2011)
Highway Authority's Development Management Policies (2011)
Economic Growth Strategy (2012)
Integrated County Strategy (2010)
Essex Wildlife Trust's Living Landscapes
Combined Essex Catchment Abstraction Management Strategy (2013)
Essex Design Guide (2005)
North Essex Catchment Flood Management Plan (2009)
Essex and South Suffolk Shoreline Management Plan (second phase) (2011)
Dedham Vale AONB and Stour Valley Management Plan 2010 – 2015
Essex Public Rights of Way Improvement Plan, Essex County Council

Joint Municipal Waste Management Strategy for Essex 2007 – 2032 (2008)
Local Flood Risk Management Strategy, Essex County Council (2013)

Local

Creative Colchester Strategy & Action Plan (2012)
Colchester Borough Council Strategic Plan 2012-2015 (2012)
PPG17 Open Space , Sport & Recreation (2008)
Safer Colchester Partnership: Strategic Assessment of Crime and Annual Partnership Plan 2012-2013 (2012)
Townscape Character Assessment (2006)
Landscape Character Assessment (2006)
Scott Wilson Strategic Flood Risk Assessment (2008)
Affordable Housing SPD (2011)
Communities Facilities SPD (updated 2012)
Better Town Centre SPD (2012)
Sustainable Design and Construction SPD (2011)
Colchester Borough Council Housing Strategy (2012)
Local Air Quality Management Progress Report (2013)
Colchester Environmental Sustainability Strategy 2014-2019 draft (2014)
Colchester Borough Council's Comprehensive Climate Risk Assessment (2010)
Colchester Borough Council Landscape Strategy (2013)
Water Cycle Study (2008)
Colchester Cycling Strategy SPD (2012)
Core Strategy (2008)
Development Policies DPD (2010)
Site Allocations Policies DPD (2010)
Habitat Regulations Assessment Survey and Monitoring Programme, Final Report, Colchester Borough Council (December 2013)
Strategic Housing Market Assessment (SHMA) (2014)
Retail and Town Centre Uses Study Colchester Borough Council: Retail Update 2013 (2013)
Colchester Borough Green Infrastructure Strategy (2011)
Colchester Borough Historic Environment Characterisation Project, Essex County Council, 2009

Neighbouring authorities

Tendring economic development strategy (2013)
Tendring's SHMA (2013)
Braintree's Adopted Core Strategy (2011)
Babergh Adopted Core Strategy and Adopted Policies (2011 – 2031) Local Plan Document (2014)
Braintree District Core Strategy (2011)
Braintree's SHMA (2014)
Maldon's SHMA (2014)
Braintree District Economic Development Prospectus 2013/2026 (2013)

Baseline Environment

Data from the 2011 Census put the Borough population at approximately 173,100 with a density of 5.3 people per hectare. The predominant ethnic group is White British with 87.5% of the population describing themselves as such. The ethnic minority population was 12.5% which in terms of numbers equates to a population of approximately 21,500 people. This is lower than the national average of 20.2% but higher than the Essex average of 9.2%.

The whole population of Colchester is expected to grow by 15.7% (from 2011 Census numbers) to just over 200,000 by 2021. Recent decades have seen a trend towards an ageing population in Colchester and this will continue into the next decade. The percentage of over 65s in Colchester is slightly less than the county and regional percentages. The number of people aged over 65 years is projected to increase by 37.6% between 2012-2032. Under 5s will account for a very similar proportion of the population in 2021 at 7.4% compared to 7.5% in 2013.

According to the 2011 Census there were 71,634 households in Colchester. 10% were 1 bed, 27% were 2 bedrooms, 39% of households were 3 bedrooms, 17% were 4 bedrooms and just under 5% were 5 bedrooms or more. Of these, 66.3% were privately owned; 13.5% socially rented; 18.7% privately rented; 0.5% in shared ownership; and 1% living rent-free. County wide 71.4% of homes were privately owned in 2011. Average household size was 2.3 people in 2011, which is slightly less than the county, regional and national averages of 2.4 people. The average number of rooms was 5.5 according to the 2011 Census.

Under current policies an average of 830 dwellings are expected to be built in the Borough each year. A net of 617 homes were built between 1 April 2012 and 31 March 2013. A net of 3870 dwellings were built over the past five years (2008/9 – 2012/13), which averages 774 per annum. This is higher than any other local authority in Essex. Neighbouring Tendring and Braintree districts had an average of 278 and 339 completions per annum respectively over the past five years. The net number of completions in Essex over the past five years was 20291, which averages at 4058 per annum.

133 units of affordable housing were completed between April 2012 and March 2013. A total of 76 were classed as affordable rent, 10 intermediate tenure (shared ownership) and 47 units were built through the Homebuy Direct scheme which offers equity loans towards the purchase of a new build home on selected developments.

The average household price in April 2013 in Colchester was £202,717. This illustrates a 1.7% decrease from £205,666 in April 2012. The 2007 Strategic Housing Market Assessment (SHMA) observed that few households aspiring to home ownership had access to enough money to purchase a home in Colchester, and annual updates since 2007 have not found any change to this position.

The 2014 SHMA found that meeting the affordable accommodation requirements of families and those with priority needs should be as important as the larger scale numerical need for smaller units for single and couple households. It recommended continuing to develop housing strategies to make best use of the existing housing stock by providing positive incentives to improve the turnover of houses to address the needs of overcrowded and waiting list families to address the under occupation of around 800 social housing units across the Borough. It also recommended that new social housing should be closely linked to the needs of older tenants and in resolving the under occupation of family sized properties.

In terms of older persons housing the 2014 SHMA found that there is an inextricable link between ageing and frailty and the forecast rise in the retired population means that the housing and support needs of older and disabled households is important to consider at a strategic level. In line with the strategic priorities already established, resources should focus on the provision of home based support services and adaptations for older people living at home in both social rented, private rented and owner occupied housing.

The likely evolution without a Local Plan would be: planning by appeal, very limited numbers of new affordable homes, dispersed patterns of development that would increase the need to travel, failure to mitigate and adapt to the impacts of climate change, loss of biodiversity, infrastructure shortfall, adverse impacts on landscape character, increased risk of flooding, adverse impacts on wildlife and recreation, pressure on school places and adverse impact on the historic environment.

Key Sustainability Issues

The following is a list of social issues facing Colchester Borough:

- The provision of housing to meet local needs.
- Meeting the demand for affordable housing, including allocation of sites for gypsies and travellers.
- Ensuring that Colchester does not lose its identity.
- Matching the population growth with economic growth within the Borough.
- Unsustainable pressure on all services across Essex, particularly health and care services.
- Ensuring that school places, including early years, are available in the right locations. It is also important to ensure that there is good accessibility to schools via safe direct routes by sustainable modes of transport.
- Areas of deprivation.
- Poor air quality.
- Rural isolation.

- Access to recreation, leisure and open space, including a well connected public rights of way network.
- Tackling fear of crime.

The following is a list of economic issues facing Colchester Borough:

- Attracting investment into those parts of the local economy that offer the greatest potential growth while helping existing businesses to overcome barriers to success.
- The rate of job creation is less than the rate of growth of the working age population.
- If Colchester's District Centres continue to expand this could have an adverse impact on the Town Centre.
- There is a need to support the revitalisation of the rural economy including diversification and training schemes.
- Improved transportation and attractive travel links are a major issue for Colchester and it is essential that planning for transport is an integral part of the Local Plan to reduce congestion into and around Colchester.
- Supporting the growth plans of the University of Essex.

The following is a list of environmental issues facing Colchester Borough:

- Maintaining and enhancing the natural and built environment of the Borough (including the historic and built heritage).
- Preservation of countryside areas and strategic green gaps between settlements.
- Protecting the setting of important landscapes, particularly the Dedham Vale AONB.
- There is pressure for the development of greenfield land in order to meet Colchester's objectively assessed housing need.
- Climate change is increasing the magnitude and frequency of intense rainfall events that cause flooding and the risk of flooding from the River Colne is also heightened by increased winter precipitation.
- Climate change is leading to more frequent droughts, with consequent reduced water availability.
- Climate change is leading to higher average temperatures and more extremely hot days.
- Water quality.
- The amount of waste produced in Colchester is increasing as the Borough grows, and at the same time the land available to dispose of this waste (landfill sites) is reducing.
- Rise in carbon dioxide emissions from domestic, commercial and transport sources.
- Large scale renewable energy schemes.

Sustainability Framework

The SA Framework, below, is used to appraise options and compare sustainability effects.

Objectives	Assessment Criteria	Indicators	SEA Themes
1. To provide a sufficient level of housing to meet the objectively assessed needs of the Borough to enable people to live in a decent, safe home which meets their needs at a price they can afford	Will it deliver the number of houses needed to support the existing and growing population?	The number of net additional dwellings	Material assets Climatic factors
	Will it provide more affordable homes across the Borough?	Affordable housing completions	
	Will it deliver a range of housing types to meet the diverse needs of the Borough?	Percentage of residential completions that are two or three bedroom properties	
	Will it deliver well designed and sustainable housing?	Number of zero-carbon homes completed	
2. To ensure that development is located sustainably and makes efficient use of land	Will it promote regeneration?	Number of new homes completed at ward level within Growth/ Regeneration Areas Amount of new employment development completed at ward level in Growth/Regeneration Areas	Material assets Landscape
	Will it reduce the need for development on greenfield land?	Percentage of new and converted dwellings on previously developed land	
	Will it provide good accessibility by a range of modes of transport?	% of new development within 30 minutes of community facilities	
	Will densities make efficient use of land?	Amount of development > 30 dwellings per hectare	
	Will a mix of uses be provided?		
3. To achieve a prosperous and sustainable economy that improves opportunities for local businesses to thrive, creates new jobs and improves the vitality of centres	Will it improve the delivery of a range of employment opportunities to support the growing population?	Amount of floorspace developed for employment, sq^m	Material assets Population Cultural heritage
	Will it maintain an appropriate balance between different types of retail uses and other activities in the Borough's centres?	Amount of completed retail, office and leisure development delivered in the town centre Amount of completed retail, office and leisure development across the Borough	
	Will it support business innovation, diversification, entrepreneurship and changing economies?	Amount of floorspace developed for employment, sq^m	
	Will it support tourism, heritage and the arts?	Amount of completed retail, office and leisure development delivered in the town centre	

		Amount of completed retail, office and leisure development	
	Will it help sustain the rural economy?	Number of jobs created in rural areas	
4. To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion	Will it reduce the need to travel?	% of new residential development within 30 minutes of public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre	Population Climatic factors Air Human health
	Will the levels of sustainable travel increase?	Percentage of journeys to work by walking and cycling and percentage of journeys to work by public transport	
	Will it improve sustainable transport infrastructure and linkages?	Percentage of journeys to work by walking and cycling and percentage of journeys to work by public transport	
5. To build stronger, more resilient sustainable communities with better education and social outcomes	Will it provide equitable access to education, recreation and community facilities?	Financial contributions towards community facilities	Population Human health Biodiversity Flora Fauna
	Will it place pressure on school places, including early years?		
	Will existing open spaces be protected & new open spaces be created?	Contributions received towards open space	
	Will it improve the skills of the Borough's population?	Number of people qualified to level 2 Number of people qualified to level 4	
6. To improve and reduce inequalities in health and wellbeing and tackle crime issues by keeping our communities safe and promoting community cohesion	Will it reduce actual crime and fear of crime?	All crime – number of crimes per 1000 residents per annum	Population Human health
	Will it provide equitable access to employment opportunities?	% of new residential development within 30 minutes of public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre	
	Will it encourage healthy lifestyles?	Number of people participating in sport	
7. To conserve and enhance the townscape character, and the heritage and cultural assets of the Borough	Will it protect and enhance the heritage and cultural assets of the Borough?	Number of listed buildings demolished Number of locally listed buildings demolished New Conservation Area Appraisals adopted	Cultural heritage including architectural and archaeological heritage

		New and extended Conservation Areas Number of Buildings at Risk	
	Will it create a high quality and coherent public realm linking the town's assets and spaces; connecting the heritage and contemporary?		
	Will it protect and enhance the historic character of the Town Centre?		
8. To value, conserve and enhance the natural environment, natural resources and the biodiversity of the Borough	Will it maintain and enhance the landscape character of the borough?		Landscape Biodiversity Flora Fauna Soil Water
	Will it protect and enhance designated areas of the countryside and coastal environment?	Amount of development in designated areas Number of SSSIs in favourable condition	
	Will it protect and improve biodiversity?	Amount of development in designated areas Number of SSSIs in favourable condition Area of land offset for biodiversity	
	Will it improve environmental quality in terms of water, air and soil quality?	Quality of Rivers (number achieving ecological good status) Number of Air Quality Management Areas Contaminated land brought back into beneficial use, hectares	
9. To make efficient use of energy and reduce, reuse or recycle waste	Will it reduce pollution and greenhouse gas emissions?	Total CO_2 emissions	Climatic factors Air
	Will it support the delivery of renewable energy schemes?	Renewable Energy Installed by Type	
	Will it help to reduce, reuse and recycle resources and minimise waste?	Amount of domestic waste recycled	
10. To reduce climate change impacts, support mitigation and encourage adaptation	Will it reduce the risk of flooding?	Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality	Climatic factors Water Soil Biodiversity Flora Fauna
	Will it deliver effective SUDS and improve drainage?	Number of SUDS schemes approved by ECC	

	Will it affect the amount of water available for extraction?		
	Will it promote water efficiency and reduce water usage levels per household?	Number of zero carbon homes delivered	
	Will it improve water quality?	Number of SUDS schemes approved by ECC	

Likely significant effects of growth options

Options

There are six growth options identified in the Issues and Options Paper, which are as follows:

Option 1A Development to the East and West
A separate sustainable settlement to the west of Colchester town
A separate sustainable settlement to the east of Colchester town
Urban development on sites in and around the existing urban area
Proportional expansion of the Rural District Centres - Wivenhoe, Tiptree and West Mersea

Option 1B Development to the East and West
A separate sustainable settlement to the west of Colchester town
A separate sustainable settlement to the east of Colchester town
Urban development on sites in and around the existing urban area
Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea
A proportional element of rural growth across the Borough's villages

Option 2A Development to the West
A separate sustainable settlement to the west of Colchester town
Urban development on sites in and around the existing urban area
Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea

Option 2B Development to the West
A separate sustainable settlement to the west of Colchester town
Urban development on sites in and around the existing urban area
Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea
A proportional element of rural growth across the Borough's villages

Option 3A Development to the East and North
A separate sustainable settlement to the east of Colchester town
A significant urban extension to the north of Colchester town, crossing the A12
In addition to an extension to the north, other urban development in and around the existing urban area

Proportional expansion of Rural District Centres – Wivenhoe, Tiptree and West Mersea

Option 3B Development to the East and North
A separate sustainable settlement to the east of Colchester town
A significant urban extension to the north of Colchester town, crossing the A12
In addition to an extension to the north, other urban development in and around the existing urban area
Proportional expansion of Rural District Centres – Wivenhoe, Tiptree and West Mersea
A proportional element of rural growth across the Borough's villages

Summary

This stage of the SA has enabled the growth options included in the Issues and Options document to be compared. All options are very similar and it has been difficult to draw out differences between the options. Owing to the very strategic level and early stage in the Local Plan process it has also been difficult to have a degree of certainty over potential impacts. At this stage only very broad locations are known and the exact level and type of development is unknown. The SA does not yet make a recommendation of a preferred option, nor does it discount options from further consideration. This will be done as part of the next stage of the SA once options have been progressed, statutory consultees have commented on the options and the evidence base has developed further.

The SA has used the evidence base and past experience of planning within the Borough to accurately predict the likely effects of the six different options. Further SA work, at a more detailed level, will help to refine options and ensure that mitigation and enhancement measures are incorporated. Positively, the SA has identified important issues that will need to be addressed in developing options further, suggested mitigation and enhancement measures and suggested policies that will be needed in the Local Plan.

All options will deliver the number of houses needed to support the growing population and ensure a 15 year housing land supply. However, there is a risk with options 2A and 2B that with such a large proportion of the total land supply being tied up in one large site (the sustainable settlement to the west) which would be for a completely new settlement, that there could be a point in the plan period where the Council could struggle to maintain a 5 year land supply, as a result of the lead-in time required for a large and completely new settlement, before housing could start coming forward. The settlement to the west would also not be entirely aligned with the plan period as development of such a large scale would involve development over a period in excess of 15 years.

All options include separate settlements, which will include a mix of uses, including employment, leisure and community uses. The option of a

settlement to the east is likely to deliver employment uses linked to the University of Essex. This will contribute to Colchester's economy and job market, and should help to retain skilled workers.

Wivenhoe Park, which is on the Register of Historic Parks and Gardens, is located within the broad search area for the development to the east. Development south of the A133 has the potential to adversely affect the setting of this Historic Park and Garden and it is considered that if options 1A, 1B, 3A or 3B are taken forward, land south of the A133 would be an appropriate barrier to development.

All options will lead to adverse effects on landscape character. It is likely that the landscape impact would be less severe for the development of a settlement to the west, than a development on the east and the northern urban extension. The Landscape Character Assessment (LCA) includes a sub-area of the Easthorpe Farmland Plateau, which comprises a linear settlement corridor extending westwards from the western edge of Colchester. The LCA states that the landscape character to the west of Colchester is disturbed by visual, movement and noise intrusion of cars on the A12 and frequent trains on the main line.

All options could adversely affect the integrity of the Borough's European Sites through an increase in population leading to increased recreational disturbance. This is documented in the Habitat Regulations Assessment Screening Report and an appropriate assessment will be carried out. At this stage a negative impact on the Borough's European Sites under all options cannot be ruled out.

The potential area of growth to the east includes a number of Local Wildlife Sites and a Local Nature Reserve. Owing to the extensive area covered by Wivenhoe Park, development south of the A133 would have a negative impact on biodiversity. There is concern that Thousand Acres Local Wildlife Site and Home Wood Local Wildlife Site would be adversely affected by development in this area as they are located centrally within the broad area of search. Particularly Home Wood, which has species rich ground flora. The potential area of growth to the west of Colchester includes fewer nature conservation areas than land to the east of the town. However, it includes Marks Tey Brickpit, which is a Site of Special Scientific Interest (SSSI) in addition to a Local Wildlife Site. SSSIs are nationally important areas of nature conservation. Development close to the SSSI has the potential to lead to adverse effects through increased levels of disturbance. The northern urban extension area of search includes two Local Wildlife sites: Langham Road Grassland and Kiln Wood, although it is likely that these sites could be avoided.

All options show generally positive impacts in relation to the provision of housing and employment and negative impacts in relation to landscape and biodiversity. The SA objectives are not weighted and are all important. However, significant weight must be given to the need to identify and allocate the Borough's objectively assessed need for housing as set out in paragraph

47 of the NPPF. If any of the options are unlikely to result in a 5 year supply of deliverable sites or a 15 year supply of developable sites they must be discounted as non-reasonable options.

District settlements

Development on the edges of all of the Borough's district settlements will result in adverse effects on landscape character. However effects as a result of development on the edge of Tiptree are likely to be less severe than development on the edge of Wivenhoe and West Mersea. Wivenhoe and West Mersea are bounded by the current coastal protection belt, which is a designation made in the existing Local Plan. The coastal protection belt exists to protect the open and rural nature of the County's undeveloped coastline.

Essex County Council has identified Mersea Island as a place which is very difficult to accommodate in terms of the provision of school places. Conversely, there may be spare capacity within Tiptree to accommodate some future growth in this location.

The Borough's Rural District Centres are all bounded in part by nature conservation sites. Expansion of the Rural District Centres will have an adverse impact on these nature conservation sites through increased levels of disturbance. The extent of the damage will depend on the amount and specific location of development. It may be possible to mitigate damage by avoiding the allocation of sites within a 15 minute walk of the nature conservation sites and provision of high quality open space. This will need to be explored as part of future work.

Owing to the sensitive environmental designations surrounding Mersea any expansion should be small scale rather than proportional. The planning guidelines from the Landscape Character Assessment must be taken into account to minimise the landscape impacts of new development.

Rural communities expansion

Housing development within rural communities could help to ensure the delivery of affordable housing across the Borough rather than this being concentrated within urban areas. However, it could have the opposite effect by reducing the number of rural exception schemes coming forward owing to landowner aspirations for predominantly market housing schemes.

Whilst proportional expansion of rural communities largely relates to housing development new housing in villages may lead to the development of new employment uses. For example, growth in one of the Borough's villages may lead to the need for additional classrooms in the local school, which would lead to short term construction jobs and full time teaching jobs.

Small scale housing development could be difficult to accommodate within existing schools. Essex County Council as the Education Authority has confirmed that there is very little existing spare capacity in the Borough's

school provision in terms of primary and secondary school provision. The provision of school places could therefore be a major issue for proportional development of the Borough's rural communities.

Existing residents in the Borough's villages rely heavily on the private car owing to poor accessibility by alternative modes of transport and so development within the rural communities will not provide good accessibility by a range of modes of transport.

There are numerous Local Wildlife Sites around the Borough, which may be effected by development within the rural communities.

Mitigation and enhancement measures

It will be essential when planning the detailed design of large scale new development that education, recreation and community facilities are located at accessible locations within the site and can be conveniently accessed by foot and cycle. Sustainable transport connections should be the starting point for the design of large scale development and a range of sustainable transport infrastructure is expected.

Employment areas will need to be planned into any new settlement from the outset. Locations should be at the most appropriate locations within the settlements to provide good access by a range of modes of transport, to ensure good accessibility. Every opportunity should be taken to ensure links to the knowledge gateway as part of a development to the east. If options 1B, 2B or 3B are taken forward, consideration should be given to requiring an element of employment uses and/or services in addition to housing as part of the proportional expansion of rural settlements to provide a more significant positive impact on the rural economy.

Wherever possible new development should ensure connections to existing areas of open space, to improve the Borough's green infrastructure network. Green infrastructure has multiple benefits, including recreation, transport, habitat enhancement and flood alleviation.

There are areas of open space in the potential growth areas for the sustainable new settlements and it will be essential that no development takes place within these open spaces (e.g. Salary Brook nature reserve and Wivenhoe Park in the east and various sports grounds in the west).

If options 3A or 3B, which include an urban extension north of the A12, are taken forward it will be important to ensure that new development maintains a gap between surrounding villages to protect landscape character.

The Local Plan should address design, including sustainable design, through a specific policy. The sustainable design policy should consider including requirements relating to energy efficiency, water efficiency, renewable energy and district heating.

An open space policy should be included within the Local Plan including detail on the amount and type of open space required by development and the protection of existing open space.

Next steps

Following the close of the Issues and Options consultation on Friday 27 February, the Spatial Policy team will collate and summarise the representations received through the Issues and Options consultation, including comments to this SA Report. The comments will then be used alongside the evidence we will be gathering to produce the Local Plan Preferred Options Paper for consultation. The preferred Options Paper will be in the form of a draft Local Plan.

The SA will be used to develop Preferred Options and a SA Report will be prepared to support the draft Local Plan.

Introduction

This Sustainability Appraisal Report supports the Colchester Borough Local Plan Issues and Options consultation document.

Sustainability Appraisal and Strategic Environmental Assessment

Sustainability Appraisal (SA) is about asking at various intervals during plan preparation: "how sustainable is my plan?". A range of objectives are established and all options are assessed against these objectives to compare their environmental, economic and social effects and ultimately to assess how sustainable an option is. The SA is a mechanism for considering the impacts of a draft plan as well as the alternatives to that approach in terms of key sustainability issues, with a view to avoiding and mitigating adverse impacts, maximising the positives and contributing to sustainable development. Under the Planning and Compulsory Purchase Act 2004 (as amended), SA is mandatory for Local Plans.

In addition to SA, Local Plans must also undergo a Strategic Environmental Assessment (SEA) in accordance with European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes. The objective of SEA, as defined in the Government's guidance on strategic environmental assessment, is: *"to provide for a high level of protection of the environment and contribute to the integration of environmental considerations into the preparation and adoption of plans....with a view to promoting sustainable development"* (Article 1).

There is a distinct difference between SA and SEA. SA examines all sustainability related effects including social, economic and environmental impacts, whereas SEA is focused primarily on environmental impacts. Clearly there is some overlap between these two processes and it is therefore best practice to incorporate the requirements of the SEA Directive into the SA process. Colchester Borough Council has followed this approach as part of all SA work since 2008. Therefore all references to SA in this and subsequent reports also refer to and incorporate the requirements of SEA.

Article 5.2 of the SEA Directive is clear that SA Reports should include the information that may reasonably be required taking into account knowledge, methods of assessment, the content and level of detail of the plan, its stage in the decision making process, and the extent to which matters are more appropriately assessed at different levels in the process to avoid duplication.

This is reiterated in the National Planning Practice Guidance states that SA should be proportionate to the plan it supports. It should only focus on what is needed to assess the likely effects of the Local Plan. It does not need to be done in any more detail than appropriate for the content and level of detail in the Local Plan (11-009-20140306).

Scoping

A Scoping Report was prepared and consulted upon for five weeks between 1 July and 5 August 2014. Scoping includes the following information:

- The relationship of the plan with other relevant plans and programmes [Annex I(a)].
- The environmental protection objectives established at international, Community or national level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation [Annex I(e)].
- Relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan [Annex I(b)].
- The environmental characteristics of areas likely to be significantly affected [Annex I(c)].
- Any existing environmental problems which are relevant to the plan including in particular those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/ECC and 92/43/EEC [Annex I(d)].

16 organisations and 1 individual submitted comments on the Scoping Report. A summary of the comments received and Council's response is included in appendix 3.

Colchester Borough Local Plan

Colchester Borough Council adopted a Core Strategy in 2008, Site Allocations in 2010 and Development Policies in 2010, which are now collectively known as the Colchester Borough Local Plan. In 2013 work commenced on a two staged review of the Local Plan. The first stage of this was a Focused Review, which involved those policies that could be amended without the need for further evidence to ensure compatibility with the NPPF. The Focused Review was adopted in July 2014.
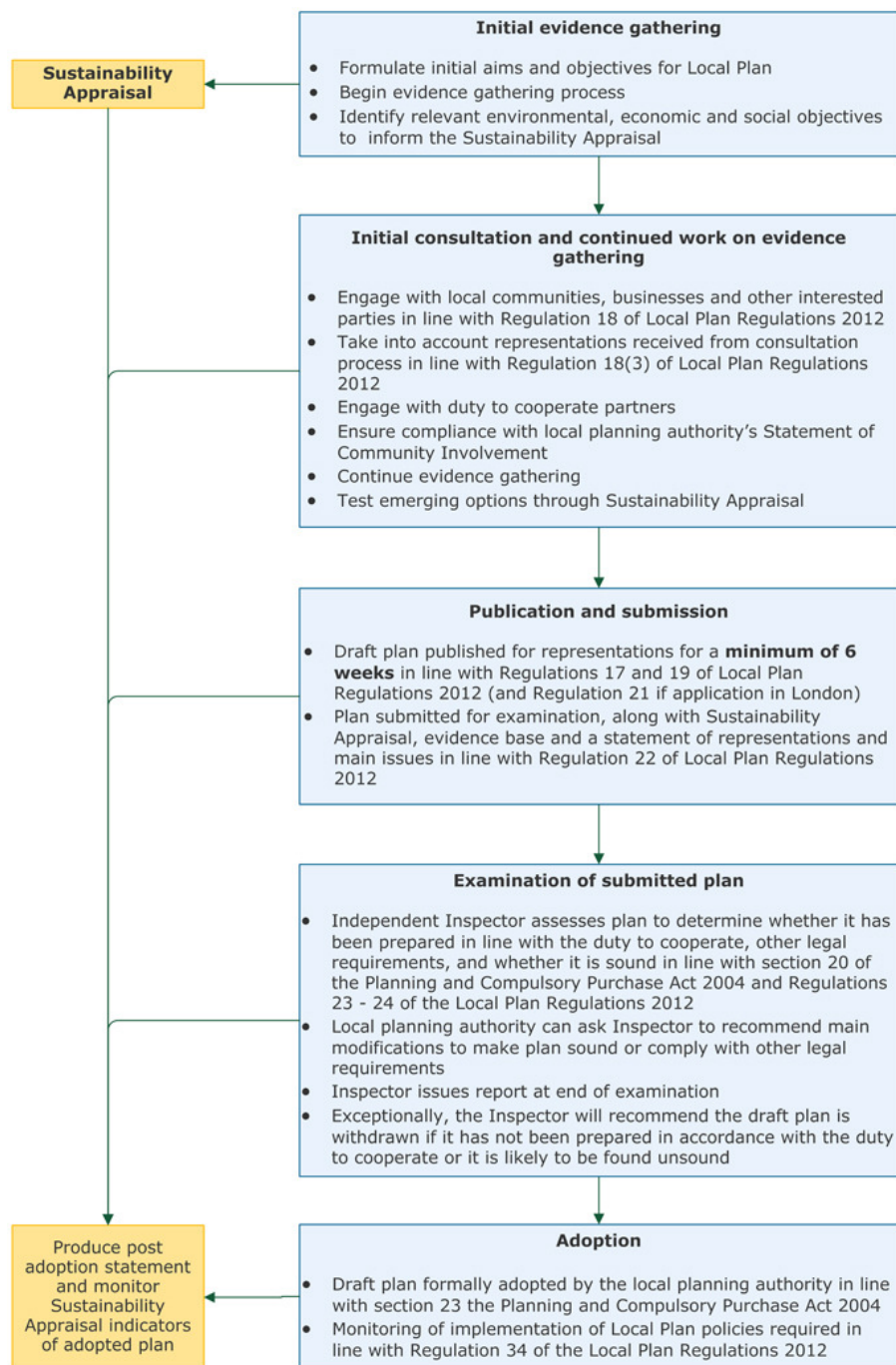
The second stage is a full review of the Local Plan, to which this SA Report relates. The Local Plan will set the framework for future development in Colchester Borough to 2032 and beyond. It will include a strategic vision and objectives, which will be translated into strategic policies; site allocations; and policies that will be used to determine planning applications throughout the Borough.

A key change in the plan development process post-NPPF is the new requirement to generate a local Objectively Assessed Need (OAN) for housing and employment land since these targets are no longer set nationally. As part of developing this OAN figure, Colchester has prepared a joint Strategic Housing Market Assessment (SHMA) in partnership with Braintree, Brentwood, Chelmsford and Maldon Councils.

The Council is in the process of producing a new Strategic Plan for the Borough that will cover the period 2015 to 2018; setting out the Council's aims and objectives for the next few years, the Strategic Plan will play an important

role in informing the spatial vision. The Local Plan vision will, however, need to look much further ahead, with the aims and aspirations for the Borough to 2032 and beyond.

The figure[1], below, outlines the key stages of Local Plan preparation. This includes how the SA fits into each stage of plan preparation.

Initial evidence gathering

- Formulate initial aims and objectives for Local Plan
- Begin evidence gathering process
- Identify relevant environmental, economic and social objectives to inform the Sustainability Appraisal

Sustainability Appraisal

Initial consultation and continued work on evidence gathering

- Engage with local communities, businesses and other interested parties in line with Regulation 18 of Local Plan Regulations 2012
- Take into account representations received from consultation process in line with Regulation 18(3) of Local Plan Regulations 2012
- Engage with duty to cooperate partners
- Ensure compliance with local planning authority's Statement of Community Involvement
- Continue evidence gathering
- Test emerging options through Sustainability Appraisal

Publication and submission

- Draft plan published for representations for a **minimum of 6 weeks** in line with Regulations 17 and 19 of Local Plan Regulations 2012 (and Regulation 21 if application in London)
- Plan submitted for examination, along with Sustainability Appraisal, evidence base and a statement of representations and main issues in line with Regulation 22 of Local Plan Regulations 2012

Examination of submitted plan

- Independent Inspector assesses plan to determine whether it has been prepared in line with the duty to cooperate, other legal requirements, and whether it is sound in line with section 20 of the Planning and Compulsory Purchase Act 2004 and Regulations 23 - 24 of the Local Plan Regulations 2012
- Local planning authority can ask Inspector to recommend main modifications to make plan sound or comply with other legal requirements
- Inspector issues report at end of examination
- Exceptionally, the Inspector will recommend the draft plan is withdrawn if it has not been prepared in accordance with the duty to cooperate or it is likely to be found unsound

Produce post adoption statement and monitor Sustainability Appraisal indicators of adopted plan

Adoption

- Draft plan formally adopted by the local planning authority in line with section 23 the Planning and Compulsory Purchase Act 2004
- Monitoring of implementation of Local Plan policies required in line with Regulation 34 of the Local Plan Regulations 2012

Issues and Options

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[1] National Planning Practice Guidance, Paragraph: 005 Reference ID: 12-005-20140306

An Issues and Options paper has been prepared and will be consulted upon from 16 January – 27 February 2015. These issues and options are based on national planning policy guidance, Council priorities as set forth in the Strategic Plan, existing local policies, and the current evidence base.

This SA Report supports the Issues and Options Paper. It includes an initial appraisal of the growth options included in the document. Further detail will be added to the appraisal once options are further developed and if alternative, realistic, deliverable options are suggested by third parties or come forward through development of the evidence base.

Sustainable development

Sustainability and sustainable development are commonly used terms and it is important to consider what sustainable development actually means.

The European Commission, through its 2009 review of the EU Sustainable Development Strategy, defines sustainable development as follows:

Sustainable Development stands for meeting the needs of present generations without jeopardizing the ability of futures generations to meet their own needs – in other words, a better quality of life for everyone, now and for generations to come. It offers a vision of progress that integrates immediate and longer-term objectives, local and global action, and regards social, economic and environmental issues as inseparable and interdependent components of human progress.

Sustainable development will not be brought about by policies only: it must be taken up by society at large as a principle guiding the many choices each citizen makes every day, as well as the big political and economic decisions that have. This requires profound changes in thinking, in economic and social structures and in consumption and production patterns.

The National Planning Policy Framework sets out the following definition of sustainable development:

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

For plan-making this means that:
● local planning authorities should positively seek opportunities to meet the development needs of their area;
● Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:
— any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or

— *specific policies in this Framework indicate development should be restricted[2].*

For decision-taking this means[3]:
● *approving development proposals that accord with the development plan without delay; and*
● *where the development plan is absent, silent or relevant policies are out of date, granting permission unless:*
— *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
— *specific policies in this Framework indicate development should be restricted[1].*

Consultation

We welcome your comments on this SA Report.

Please email comments to: planning.policy@colchester.gov.uk.

Alternatively, please post comments to:

Spatial Policy Team
Colchester Borough Council
FREEPOST RLSL-ZTSR-SGYA
Colchester
Essex CO1 1ZE

The closing date for this consultation is 5pm on 27 February 2015.

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[2] For example, those policies relating to sites protected under the Birds and Habitats Directives (see paragraph 119 of the NPPF) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, Heritage Coast or within a National Park (or the Broads Authority); designated heritage assets; and locations at risk of flooding or coastal erosion.

[3] Unless material considerations indicate otherwise.

Review of relevant plans, programmes and sustainability objectives

A review of relevant plans and programmes was undertaken and is included in appendix 1. The list of documents reviewed is outlined below.

International

Review of the European Sustainable Development Strategy (2009)
European Community Biodiversity Strategy to 2020 (2012)
Environment 2010: Our Future, Our Choice (2003)

National

Adapting to Climate Change: Ensuring Progress in Key Sectors (2013)
National Planning Policy Framework (2012)
National Planning Practice Guide (2014)
DECC National Energy Policy Statement EN1 (2011)
DCLG: An Introduction to Neighbourhood Planning (2012)
JNCC/Defra UK Post-2010 Biodiversity Framework (2012)
Biodiversity 2020: A strategy for England's widlife and ecosystems services (2011)
Mainstreaming Sustainable Development (2011)
National policy for travellers (2012)
PPS 5 Historic Environment Guide (2010)
Flood and Water Management Act (2009)
Safeguarding our soils (2009)
Community Infrastructure Levy Guidance (April 2013)
UK Marine Policy Statement, HM Government (2011)
Planning Policy Statement 10: Planning for Sustianable Waste Management (2011)
The Rights of Way Circular 1/09, Department for Environment, Food & Rural Affairs, October 2009
Encouraging Sustainable Travel, Highways Agency
A12/ A120 Route based strategy, Highways Agency (2013)
East of England Route Strategy Evidence Report, Highways Agency (2014)

Regional

Haven Gateway: Programme of Development: A Framework for Growth, 2008 -2017 (2007)
Haven Gateway: Integrated Development Plan (2008)
South East LEP Investment and Funding (March/April 2014)
Anglian Water Business Plan (2015-2020) (2012)
Draft Water Resource Management Plan (2014 – 2039) (2014)
River Basement Management Plan (2014/2015) (2009)
Catchment Abstraction Management Plan
Haven Gateway Water Cycle Study: Stage 1 Report (2008)
Atkins A120 Wider Economic Impacts Study (2008)

County

Commissioning school places in Essex 2013/18 (2014)
ECC developer contributions document (2010)
Education contributions guideline supplement
ECC Corporate Plan 2013 – 2017
Vision for Essex 2013 – 2017: Where innovation brings prosperity (2013)
Corporate Outcomes Framework 2014 - 2018 Essex County Council (2014)
Essex and Southend Waste Local Plan (2001)
Essex and Southend-on-Sea Replacement Waste Local Plan (expected to be adopted 2016)
Essex Minerals Local Plan (2014)
Colchester draft Surface Water Management Plan (2014)
Essex Biodiversity Action Plan (2011)
Essex Transport Strategy: the Local Transport Plan for Essex (2011)
Highway Authority's Development Management Policies (2011)
Economic Growth Strategy (2012)
Integrated County Strategy (2010)
Essex Wildlife Trust's Living Landscapes
Combined Essex Catchment Abstraction Management Strategy (2013)
Essex Design Guide (2005)
North Essex Catchment Flood Management Plan (2009)
Essex and South Suffolk Shoreline Management Plan (second phase) (2011)
Dedham Vale AONB and Stour Valley Management Plan 2010 – 2015
Essex Public Rights of Way Improvement Plan, Essex County Council
Joint Municipal Waste Management Strategy for Essex 2007 – 2032 (2008)
Local Flood Risk Management Strategy, Essex County Council (2013)

Local

Creative Colchester Strategy & Action Plan (2012)
Colchester Borough Council Strategic Plan 2012-2015 (2012)
PPG17 Open Space , Sport & Recreation (2008)
Safer Colchester Partnership: Strategic Assessment of Crime and Annual Partnership Plan 2012-2013 (2012)
Townscape Character Assessment (2006)
Landscape Character Assessment (2006)
Scott Wilson Strategic Flood Risk Assessment (2008)
Affordable Housing SPD (2011)
Communities Facilities SPD (updated 2012)
Better Town Centre SPD (2012)
Sustainable Design and Construction SPD (2011)
Colchester Borough Council Housing Strategy (2012)
Local Air Quality Management Progress Report (2013)
Colchester Environmental Sustainability Strategy 2014-2019 draft (2014)
Colchester Borough Council's Comprehensive Climate Risk Assessment (2010)

Colchester Borough Council Landscape Strategy (2013)
Water Cycle Study (2008)
Colchester Cycling Strategy SPD (2012)
Core Strategy (2008)
Development Policies DPD (2010)
Site Allocations Policies DPD (2010)
Habitat Regulations Assessment Survey and Monitoring Programme, Final Report, Colchester Borough Council (December 2013)
Strategic Housing Market Assessment (SHMA) (2014)
Retail and Town Centre Uses Study Colchester Borough Council: Retail Update 2013 (2013)
Colchester Borough Green Infrastructure Strategy (2011)
Colchester Borough Historic Environment Characterisation Project, Essex County Council, 2009

Neighbouring authorities
Tendring economic development strategy (2013)
Tendring's SHMA (2013)
Braintree's Adopted Core Strategy (2011)
Babergh Adopted Core Strategy and Adopted Policies (2011 – 2031) Local Plan Document (2014)
Braintree District Core Strategy (2011)
Braintree's SHMA (2014)
Maldon's SHMA (2014)
Braintree District Economic Development Prospectus 2013/2026 (2013)

The vision, aims, objectives and targets of relevant plans and programmes has influenced the sustainability framework, which helps to ensure that the sustainability framework collectively sets out what the Council and its relevant stakeholders would like to achieve in terms of sustainable development.

The review has also supported the collection of baseline data, which is included in appendix 2 and summarised in the following section.

There will be further plans and programmes that influence the SA as work progresses, in particular the emerging evidence base, and so this review is very much a work in progress.

Baseline Environment and likely evolution without the Local Plan

This section outlines the relevant aspects of the current state of the environment and the environmental characteristics of areas likely to be significantly affected by the Colchester Borough Local Plan. In addition to this, appendix 2 includes a number of indicators.

General characteristics

Data from the 2011 Census put the Borough population at approximately 173,100 with a density of 5.3 people per hectare. The predominant ethnic group is White British with 87.5% of the population describing themselves as such. The ethnic minority population was 12.5% which in terms of numbers equates to a population of approximately 21,500 people. This is lower than the national average of 20.2% but higher than the Essex average of 9.2%.

The whole population of Colchester is expected to grow by 15.7% (from 2011 Census numbers) to just over 200,000 by 2021. Recent decades have seen a trend towards an ageing population in Colchester and this will continue into the next decade. The percentage of over 65s in Colchester is slightly less than the county and regional percentages. The number of people aged over 65 years is projected to increase by 37.6% between 2012-2032. Under 5s will account for a very similar proportion of the population in 2021 at 7.4% compared to 7.5% in 2013.

According to the 2011 Census there were 71,634 households in Colchester. 10% were 1 bed, 27% were 2 bedrooms, 39% of households were 3 bedrooms, 17% were 4 bedrooms and just under 5% were 5 bedrooms or more. Of these, 66.3% were privately owned; 13.5% socially rented; 18.7% privately rented; 0.5% in shared ownership; and 1% living rent-free. County wide 71.4% of homes were privately owned in 2011. Average household size was 2.3 people in 2011, which is slightly less than the county, regional and national averages of 2.4 people. The average number of rooms was 5.5 according to the 2011 Census.

Under current policies an average of 830 dwellings are expected to be built in the Borough each year. A net of 617 homes were built between 1 April 2012 and 31 March 2013. A net of 3870 dwellings were built over the past five years (2008/9 – 2012/13), which averages 774 per annum. This is higher than any other local authority in Essex. Neighbouring Tendring and Braintree districts had an average of 278 and 339 completions per annum respectively over the past five years. The net number of completions in Essex over the past five years was 20291, which averages at 4058 per annum.

133 units of affordable housing were completed between April 2012 and March 2013. A total of 76 were classed as affordable rent, 10 intermediate tenure (shared ownership) and 47 units were built through the Homebuy Direct scheme which offers equity loans towards the purchase of a new build home on selected developments.

The average household price in April 2013 in Colchester was £202,717. This illustrates a 1.7% decrease from £205,666 in April 2012. The 2007 Strategic Housing Market Assessment (SHMA) observed that few households aspiring to home ownership had access to enough money to purchase a home in Colchester, and annual updates since 2007 have not found any change to this position.

The 2014 SHMA found that meeting the affordable accommodation requirements of families and those with priority needs should be as important as the larger scale numerical need for smaller units for single and couple households. It recommended continuing to develop housing strategies to make best use of the existing housing stock by providing positive incentives to improve the turnover of houses to address the needs of overcrowded and waiting list families to address the under occupation of around 800 social housing units across the Borough. It also recommended that new social housing should be closely linked to the needs of older tenants and in resolving the under occupation of family sized properties.

In terms of older persons housing the 2014 SHMA found that there is an inextricable link between ageing and frailty and the forecast rise in the retired population means that the housing and support needs of older and disabled households is important to consider at a strategic level. In line with the strategic priorities already established, resources should focus on the provision of home based support services and adaptations for older people living at home in both social rented, private rented and owner occupied housing.

Economic characteristics

Colchester is connected to a comprehensive network of major roads via the A12 and A120, which provide routes to London, the M25, Harlow and Cambridge. Four sections of the A12 around Colchester fall into the top ten busiest sections on the A12 route. The Borough also lies in close proximity to the major seaports of Harwich (20 miles) and Stansted airport (30 miles). This strategic position has meant the area has been a magnet for growth resulting in a healthy and vibrant economy.

Transportation provision in the Borough includes six railway stations; bus routes operated by ten bus companies; and several cycle trails. There is a lack of safe, off road public rights of way for cyclists and horse riders in the Borough. The Essex Public Rights of Way Improvement Plan stated that in 2009 Colchester Borough only had 48.86km of bridleways compared with 490.37km of footpaths. Only the Tendring and Maldon districts had lower percentages of bridleways in the thirteen Essex authorities. One of the biggest challenges to Colchester's future development is traffic growth and the dominance of the car as the main mode of travel. The 2011 Census indicated that 79.4% of households own one or more cars or vans with over 12,000 more cars in the area since 2001.

The results of the Colchester Travel Diary survey (July 2007) found that the largest proportion of trips (55%) in the AM peak (0600-0900) are journeys to the workplace, followed by journeys to school (11%), the remainder of journeys are to shops / local services, leisure services and for business. Analysis of survey results also determined that 67% of these journeys to workplace in the AM peak originate from homes in urban areas and accordingly, could potentially be undertaken via public transport, walking or cycling instead.

These findings are echoed in the 2011 Census travel to work results which found that 58% of residents drive to work. Other main travel to work modes include: walk 13%, train 8%, bus 6%, work from home 5%, car passenger 5%, cycle 4%. This equates to 31% of residents travelling to work by non-car modes and walking and cycling together accounting for 17% of journeys to work.

The findings from recent workplace travel plan surveys from organisations along the A134 are in line with these results (as show in the table below), confirming the view that workplace journeys are likely to be a significant contributor to congestion along this corridor.

Workplace Travel Plan Survey Findings

Mode	Colchester Council (2012)	Colchester Hospital (2012)	Colchester Institute (2013)	Culver Square (2010)
Drive (alone)	47%	64%	61%	64%
Car Share	11%	9%	12%	0%
Get dropped off	3%	2%	n/a	n/a
Walk	13%	11%	10%	22%
Cycle	6%	4%	5%	7%
Bus	11%	5%	4%	0%
Train	6%	2%	2%	0%
Motorcycle	1%	0%	2%	7%
Taxi	1%	0%	n/a	0%
Work from home	2%	1%	1%	n/a
Other	0%	2%	3%	n/a

Whilst significant progress has been made by these organisations, these results indicate that there is scope and opportunity for encouraging more modal shift for the journey to work, as car use is still high and many of these are relatively short journeys that could be undertaken by walking, cycling, bus or car sharing. The distances that staff travel to work is highlighted in the Travel Plan for Culver Square and reveal that 72% of staff live less than 4 miles (or a 30 minute cycle ride) from the Shopping Centre.

The travel survey results for North Colchester businesses have also been examined to identify barriers to travelling by more sustainable modes. Many of these are commonly cited barriers such as childcare responsibilities, having

too much to carry, the cost and frequency of buses, difficulty finding suitable car sharers and feeling unsafe when cycling. Two local reasons that are regularly given and are to be addressed in conjunction with bus operators is the cleanliness and poor level of customer service on the bus.

According to the 2001 Journey to Work Census data, Colchester has a high degree of self containment with 70% of the working population working in Colchester and 7% commuting to London, indicating further potential for the uptake of more sustainable modes.

Using data from the 2011 Census, figures show the largest proportion of Colchester residents (22.6%), occupied lower managerial, administrative and professional occupations, 14.2% were employed in semi-routine occupations, and 13.5% were employed in intermediate occupations.

The industry class employing the most people in Colchester according to the 2011 Census was the 'wholesale and retail, repair of motor vehicles and motorcycles' class which accounted for 16.0% of jobs. The next three largest industry classes were 'human health and social work' which accounted for 13.5% of employment, followed by 'education' at 11.4%; and 'construction' at 8.3%. The largest employers in Colchester by approximate number of employees are Colchester District General Hospital with 3,000 employees; University of Essex with 2,000 employees; Colchester Borough Council with 1,500 employees; and Colchester Institute with 900 employees. The largest private sector employer is Monthind Clean Ltd, an industrial cleaning company, which employs approximately 800 people.

Colchester has approximately 435,000m^2 of retail floorspace; 208,000m^2 of office floorspace; 644,000m^2 of industrial floorspace; and 110,000m^2 classed as 'other' floorspace. In order to fulfil Core Strategy 2021 targets, the Borough will need to provide a further 48,259m^2 of retail floorspace in the Town Centre.

The quantitative assessment of the potential capacity for new retail floorspace, carried out as part of the 2013 update to the Retail Study, suggests that there is scope for new retail development within the Colchester urban area and the rest of the Borough, over and above existing commitments. The capacity figures suggest there is limited need for food store development outside Colchester urban area. The projections suggest new retail floorspace should be distributed as shown in the table below.

Class A1 Retail Floorspace Projections

	Sales Floorspace sqm net		
Location	Convenience	Comparison	Total
Up to 2016			
Commitments/ town centre proposals	1,450	12,800	14,250
Colchester urban area	2,255	803	3,058

Tiptree	-	21	21
West Mersea	-	18	18
Other Colchester Borough	522	-	522
Total up to 2016	**4,227**	**13,642**	**17,869**
2016 – 2021			
Colchester urban area	2,610	9,079	11,689
Tiptree	-	48	48
West Mersea	-	33	33
Other Colchester Borough	174	-	174
Total 2016 - 2021	**2,784**	**9,160**	**11,944**
2021 – 2026			
Colchester urban area	3,101	13,805	16,906
Tiptree	-	74	74
West Mersea	-	49	49
Other Colchester Borough	209	-	209
Total 2021 - 2026	**3,310**	**13,928**	**17,238**
Total period 2012 - 2026			
Colchester urban area	9,416	36,487	45,903
Tiptree	-	143	143
West Mersea	-	100	100
Other Colchester Borough	904	-	904
Grand total	**10,321**	**36,730**	**47,050**

The convenience goods projections in the Retail Study indicate there is scope for one large food store in Colchester urban area in the short term (up to 2016). It is unlikely that this food store can be accommodated within the Town Centre Core. In the medium to long term (2016 to 2021) there is a requirement for 1-2 new large food stores, which could be provided in a new district/neighbourhood centres anchored by a large food store, expansion of one of the five urban district centres and/or the provision of a freestanding out-of-centre food store.

In terms of the spatial distribution of food superstores in Colchester urban area, the Retail Study concluded that the priorities appear to be the south of Colchester urban area in order to serve existing and future residents and to the northwest to serve new residential areas. The proposed neighbourhood centre within the Colchester Northern Growth Area or the Northern Gateway site could serve proposed residential development within the northwest of the urban area.

The Retail Study concluded that vacant shop premises and planned investment within Colchester town centre should be sufficient to

accommodate comparison expenditure growth and operator demand for small to medium sized premises up to and beyond 2016. If longer term growth (2016 to 2026), where development cannot be accommodated within the town centre, the Council should consider the potential to expand urban district centres or the provision of new shopping destinations in the urban area. There is insufficient available expenditure to support all of the current comparison retail proposals between 2016 and 2021. The Retail Study concluded that retail development should not be permitted outside the Town Centre Core unless it can clearly be demonstrated that the proposed development cannot be accommodated in the Town Centre Core, and the proposals will not harm the vitality and viability of designated centres and planned investment.

Approximately 77.4% of the population aged 16-64 was economically active in Colchester in 2012. Model based unemployment figures for the Borough showed Colchester's unemployment rate was 7.1% (which was above the 6.9% figure for the East). This percentage is based on a proportion of the Borough's economically active population.

The Borough is relatively prosperous, ranking 205 out of 326 districts on the Index of Multiple Deprivation (rank 1 being the most deprived). It is estimated that approximately 5% of people in Colchester live in seriously deprived neighbourhoods. However, this is somewhat lower than the relative proportions in Basildon (18%), Tendring (18%) and Harlow (12%).

St Anne's Estate in St Anne's ward and Magnolia in St Andrew's ward were the small areas with the highest levels of deprivation in Colchester. The least deprived small area in Colchester was Bergholt in West Bergholt and Eight Ash Green ward, followed by Wivenhoe Park in Wivenhoe Cross ward. 29 of the 104 small areas in Colchester were ranked in the 20% least deprived in England. In both 2007 and 2010 income domain, there were 28 small areas in Colchester which fell into the top 40% most deprived nationally. In both years, St Anne's Estate in St Anne's ward was the only small area ranked in the top 10% most income deprived nationally.

The average gross household income is lower than the Essex and the East of England averages but higher than the national average. In Colchester average gross household income was £27,592 in 2012, it was £30,193 in Essex, £27,980 in the East of England and £27,302 in England. There are variations in prosperity and there are pockets of deprivation in parts of both the towns and rural areas.

Tourism plays an important part in the local economy. Tourism was worth £244 million to the economy of Colchester Borough in 2012, which is a rise of 5% from the previous year. The value of tourism to Colchester has risen in real terms by 158% from £63.1 million in 1993. Tourism supports more than 5,600 actual jobs in the Borough, this has risen by 109% since 1993 (5632 in 2011, 2685 in 1993).

Colchester attracted just over 5 million visitor trips in 2012. This is approximately 78% higher than the 1993 figure of 2.8 million visitor trips. This can be broken down as follows:
- 62,000 staying trips taken by overseas staying visitors;
- 216,000 staying trips taken by domestic staying visitors; and
- 4.7 million day trippers.

Colchester has 1,300 creative businesses providing employment to over 5,600 employees. Creative industries are a priority growth area for the town. This accounts for 18.3% of all businesses in the Borough, and includes advertising, design, film, arts and crafts, performing arts and publishing. Nationally, creative industries account for approximately 7% of the economy as a whole. This shows that Colchester is a well-performing town in terms of its creative economy but that there is considerable room for growth.

Creative Colchester recognises culture and creativity as a driver of job creation, economic growth and sustainable community development to raise the profile of the town overall. A vision document has been created, in which the main opportunities are set out for the development of the creative industries over the next five years.

Colchester Borough Council is leading regeneration programmes in East Colchester, North Colchester, the Town Centre and the Garrison. In East Colchester a new waterside community is emerging at the Hythe, the town's former port. The £13 million regeneration programme will create a mixed-use development alongside the River Colne with 100,000 sq ft of commercial space, 2000 new homes and improved transport links. The transformation of the area is already underway with new housing, employment areas, community centre, nursery and student accommodation for the University of Essex at University Quays. The University Knowledge Gateway will bring new business opportunities, hotels and leisure facilities.

To the North of the town, alongside the A12, lies a 100 hectare development site. Plans for the area will see the creation of 1500 new homes and new employment areas to create up to 3500 new jobs. Opened in 2008, the site is already home to the Weston Homes Community Stadium. As well as being Colchester United Football Club's new home, the venue also offers space for concerts, events, community space for Colchester United Community Sports Trust to develop its programme of activities and conference facilities for up to 400 people. As part of the regeneration programme for North Colchester a Master Plan has been prepared for North Station, which is a key gateway into the town.

A £1.5 billion development of a new modern Garrison in the town has shown a further 35 years commitment to Colchester by the MoD. As well as creating improved accommodation and facilities for service personnel, land released by the MoD as a result of the new development is being used to create a sustainable mixed use urban village close to the Town Centre.

Improvements in the Town Centre have previously been focused on the St. Botolph's Quarter, with ongoing plans to develop a new cultural quarter, large retail scheme, residential development and multi-storey car park. However, plans to improve the wider town centre are now underway with proposals being developed to reduce traffic and create a better pedestrian experience with more public spaces for events and activities and better links for cyclists ensuring that Colchester continues to be a vibrant place during the day and in the evening.

Social characteristics

In 2012 there were 2,353 births in Colchester. Only Basildon District had a higher number of births than Colchester (2,493). The total number of births in Essex in 2012 was 16,860.

Life expectancy in the Borough has been estimated as nearly 80 years for men and over 83 years for women. There are 2 hospitals, 33 doctors and 27 dental surgeries within the Borough. In addition, there are 3 clinics, 18 opticians and 32 pharmacies.

There are 79 maintained schools: 64 primaries, 11 secondaries and 4 special schools. There are 2 higher education colleges, Colchester Sixth Form College and the Colchester Institute, plus the University of Essex, making the Borough a major educational base with visiting students significantly adding to the diversity of the population. The provision of day care, nursery education and out-of-school care remains an issue for the Borough, with there being more demand than formal supply.

Essex County Council has a statutory responsibility to ensure there are sufficient school places available every year, that there is diversity across the school system and that parental preference is maximised. Commissioning school places in Essex 2013/18 was published in April 2014 and is updated annually to ensure the projections of demand for school places are as accurate as possible. This sets out the requirement for places in maintained primary and secondary schools in Essex until 2018 and identifies the areas where providers will need to match supply with demand.

In 2013 there were 13,720 nursery and primary pupils and 10,238 secondary pupils. The 4 schools providing sixth form education had 961 pupils. Colchester Institute had 4,240 1-18 year pupils (although this figure includes all of Colchester Institute's sites, some of which are outside the Borough) and Colchester Sixth Form College had 3,140 16-18 year pupils.

It is forecast and set out in the Commissioning school places in Essex 2013/18 document (2014) that in 2017/18 nursery and primary school pupils will increase to 14,928 (12.4% change) and 16,008 with housing (20.5% change). Secondary school pupils, including sixth form pupils, will increase to 10,421 (1.8% increase) and 11,037 (7.8% change) with housing. These forecasts are higher than the Essex average.

In the Stanway area there should be sufficient capacity overall to meet demand in the next three years. However, as the new housing developments planned progress there is likely to be pressure on school places and plans will be developed with the local schools to increase provision in the locality. Essex County Council will have access to a new school site on commencement of phase three of the Lakelands development, if required. A consultation has commenced on proposals to increase provision at Monkwick Infant and Junior Schools, Montgomery Infant and Junior Schools and a further expansion of St John's Green Primary School. St George's New Town Junior School will increase its intake to 90 from 2014. In the Tiptree planning group there were 22% surplus places with two of the schools having more than 50% surplus places in school year 2012/13. Funding has been secured for a new 2 form entry school in Braiswick from 2015 and Essex County Council are currently seeking sponsors for a 420 pupil school on the Severalls development.

Year 7 intakes in Colchester are forecast to rise significantly from September 2017 onwards and two options will be explored to provide the additional places required: to expand an existing and high performing and popular school/ academy through the use of the Alderman Blaxill site, or to develop new provision such as a Free School or Academy on this site.

Educational achievement is generally good. In 2011, 16.7% of Colchester's working population aged 16 and over were qualified to level 2 standard, and 27.2% to level 4+ standard. Level 2 qualifications cover: five or more 'O' level passes; five or more CSE (grade 1s); five or more GCSEs (grades A-C); School Certificate; one or more 'A' levels/'AS' levels; NVQ level 2; or Intermediate GNVQ. Level 4 or more qualifications cover: First Degree, Higher Degree, NVQ levels 4 and 5; HNC; HND; Qualified Teacher Status; Qualified Medical Doctor; Qualified Dentist; Qualified Nurse; Midwife; or Health Visitor, or higher.   Level 2 attainment was below the Essex average of 17.2%, however level 4+ attainment was higher than the Essex average of 23%.

The community has access to a wide range of Council-run services and facilities, including those owned by the 31 Parish Councils in the Borough. Facilities include country parks at Cudmore Grove in East Mersea and High Woods in Colchester, a leisure centre including swimming pools and four multi-activity centres, and a 10,000 seat capacity football stadium.

The latest crime data available is for the year 2012/13. This data is taken from the ONS publication regarding the numbers of offences recorded by the police, by Community Safety Partnership / local authority level, year and offence group. When comparing the latest information for Colchester with the previous year to date the number of recorded crimes was down by 425 (3.9%) to 10,565. The number of domestic burglaries is currently recorded as a total number. When comparing the latest information for Colchester with the previous year to date the number of domestic burglaries was up by 224 (55%) to 631. Based on the total recorded figure for the 12 months ending 31 March

2013, and the mid-year population estimate, the crude crime rate per 1,000 population was 60.

Environmental characteristics

Colchester has a rich and diverse heritage. As Camulodonum, it was the first capital of England and it is also Britain's oldest recorded town; recorded by Pliny the Elder in AD77. The Borough has a rich archaeological and cultural heritage, dating back to at least 4000BC.

The Borough boasts some 2,560 listed buildings and 52 Scheduled Monuments. The annual Heritage Counts report states that there are 1,563 groupings of listed buildings and 44 groupings of scheduled monuments. This difference in figures is because the Heritage Counts (and the National Heritage List for England) counts listed building entries, rather than numbers of individual listing buildings (i.e. one entry could cover several buildings such as terrace or block of flats). There are 22 conservation areas within the Borough and 4 parks within Colchester on the National Register of Special Historic Interest. These include Castle Park, Severalls Hospital, Layer Marney Tower gardens and Wivenhoe Park. The Council has also recently updated its Local List which includes 741 buildings or assets that are of historical or architectural interest. In 2013 there were 37 listed buildings on the Essex Heritage at Risk Register. The number of at risk listed buildings has decreased over the past few years from 49 in 2009, 48 in 2010, 41 in 2011. The English Heritage Heritage at Risk Register contains only 7 entries for the Borough: 2 listed buildings, 2 conservation areas and 3 scheduled monuments

Colchester Borough is known to contain Palaeolithic deposits of international importance. Evidence of human activity is confined to finds of flint artefacts notably a very distinctive large tool known as a 'handaxe' a number of which have been found in Colchester Borough, particularly in the area between the Colne and Roman rivers. Finds of Mesolithic material are spread across the district and attest to the presence of groups of people whose lifestyle were transient and based on an economy of collecting wild plant foods and hunting a variety of wild game, in an increasingly wooded landscape. Around 4000BC, the introduction of the cultivated crops, such as wheat and barley, domesticated of the animals and pottery together with new types of flintwork, marks the beginning Neolithic period. Evidence for Neolithic activity is abundant across Colchester District, mainly in the form of finds of distinctive flint work, particularly polished flint and ground stone axes. Evidence of Bronze Age occupation is extensive; Early Bronze Age material in the form of barbed and tanged arrowheads and distinctive Beaker pottery are quite widespread, the latter occurring both as sherds, and as complete pots, which probably derive from burials. Early Iron Age pottery has been recovered from a number of sites in the District, including Sheepen, Stanway and Gosbecks, but the enclosed cropmark sites that are detectable from the air do not appear to have originated until the Middle Iron Age. During the late Iron Age curvilinear earthworks (dykes) were extended across the Colchester gravel

plateau in two overlapping arcs, linking the Colne and Roman rivers and creating a defended perimeter of water, marsh and forest enclosing 28 sq km.

Camulodunum was the primary objective of the Roman invasion in AD43 and by the end of the first season of the military campaign it had fallen. Claudius made political capital by leading the final military advance into *Camulodunum* and receiving the submission of a number of British tribes there. It is likely that a large, but temporary, camp was established to accommodate the army until the completion of a new legionary fortress, and re-deployment of troops in the following year, but despite the relative abundance of early military activity at Colchester there are few other known military sites from the District. As the military conquest of Britain progressed, the Twentieth Legion was re-located from Colchester and a new *colonia* was created out of the redundant fortress. The conversion of the legionary fortress into a *colonia* involved the partial demolition and re-use of the military buildings, the slighting of the military defences and the addition of a re-aligned street grid, utilising the basic legionary orientation. The fortress annex was extended to house the public buildings required by the new city. The buildings of the *colonia* were well-built of wood and clay-blocks with painted plaster and tiled roofs. They included an impressive early town-house at Lion Walk. Excavated workshops, warehouses, shops and domestic quarters show that the early *colonia* was a working city. The city also had a range of public buildings and structures including the Temple of Claudius, a theatre and the great monumental arch built on the west gate into the fortress.

During the Boudican revolt in AD 60, the *colonia* appears to have been completely destroyed, resulting in the Boudican destruction layer, mostly made up of debris from burnt, demolished clay walls but including well preserved organic material, which has been identified across much of the modern town centre. After this destruction, the town was re-established and provided with a defensive wall and external V-shaped ditch. The monumental arch was incorporated into the Balkerne Gate and there were at least five other gates into the town.

By the 2nd century the town had begun to prosper. Archaeological evidence suggests that the town, including its suburbs went into a dramatic decline during the 3rd century, with houses demolished without replacement and open areas increasingly used for cultivation. It is likely that the town of Roman Colchester would have had a significant influence on the economy of the area creating a ready market for many local products such as grain, meat, fish, shellfish and salt.

Evidence for the early Saxon period in Colchester District is sparse. By the reign of Aethelred II, Colchester had achieved sufficient economic importance to warrant the presence of a coin mint and for a short period it was extremely busy.

The medieval landscape of Colchester district was one of a dispersed settlement pattern, comprising hamlets and individual farms, with focal points provided by church/hall complexes, greens and commons. Colchester's

market place was the main centre of agricultural trade within an 8 mile radius of the town. Documentary records from the late 13th century reveal that the main crop grown in the District was oats, with barley and rye also grown in large quantities. During the early middle-ages the salt marshes were a significant element in the economy of Colchester and of Essex as a whole and the period witnessed the beginning of the reclamation of the saltmarsh. As elsewhere in England during the 13th century, much of the woodland around Colchester was cleared to extend the cultivated area of the land.

Following the Norman Conquest, Colchester was dominated by the Baron Eudo Dapifer who founded St John's Abbey to the south of the town and restored St Helen's Chapel. He was also responsible for the construction of Colchester Castle, which was built on the base of the Roman Temple of Claudius late in the 11th century and provided with defensive earthworks resulting in a diversion of the High Street.

Colchester was known for its Cloth industry from the late medieval period, with an influx of craftsmen and trader from the 14th century and the development of the town's Dutch Quarter. The 1530s saw the dissolution of the monasteries nationwide and selling of their properties and lands into private hands.

In the first half of the 16th century, an earthwork blockhouse was built at East Mersea to guard the mouth of the River Colne as part of Henry VIII programme of coastal defences. The blockhouse was brought back into use during the 17th century and tested in 1648 during the Civil Ware Siege of Colchester. At this time, elaborate lines of enclosing ditches, strengthened by several forts, were constructed to seal off the town. Elements of these defensive works have been identified through excavation and geophysical surveys.

The post medieval period witnessed a long term decline in the cloth industry in Colchester to the end of the 18th century. It remained the largest market town in Essex and was also an important port, with the Hythe became a busy industrial centre. Transport by rail and water boosted the town's agricultural related industries during the 19th century and mid-to late Victorian Colchester saw the building of a growing range of specialist industrial buildings including breweries, maltings, grain stores, and engineering premises, representing a late industrial revolution in the town. Public buildings such as the Jumbo water tower and town hall reflect the confidence and prosperity of the town at the end of the century.

Between 1914 - 18 Colchester became a major training and hospital centre but population growth and industrial advance were minimal during the inter-war period. During WW II, the engineering and the clothing industries in Colchester were particularly important. After the war, a substantial programme of house building, which continued into the 1960s and 1970s, transformed the town of Colchester. From the mid-1960s change accelerated as the population grew. Manufacturing industry, especially engineering, played a remarkably large part, but the town made a successful transition into

service and light industry. Large and successful industrial estates arose but the town's status as a harbour authority ceased in 2001. The town's military role continued throughout the 20th century and the relocation early in the 21st century of the garrison from its historic site has led to the development of a new 'urban village' around the Abbey Field and the creation of modern garrison buildings and facilities further to the south.

The rural landscape of the Borough has a rich ecological character influenced by geology and landform. Habitats include woodland, grassland, heath, estuary, saltmarsh, mudflat and freshwater as well as open water habitats. Many sites are recognised for their value by international and national notifications, including the coastal and estuary areas in the south east and the Dedham Vale Area of Outstanding Natural Beauty in the north of the Borough.

The Dedham Vale AONB covers the lower part of the Stour Valley on the Essex/Suffolk border. At its heart is an area known as Constable Country centred on the villages of East Bergholt, Flatford and Dedham which Constable painted two centuries ago. His scenes of a working landscape strongly influenced the designation of the area that has come to represent the epitome of lowland English countryside.

The AONB stands apart from other lowland river valleys because of its association with Constable and the assemblage of features he painted that can still be seen today. These features include a meandering river and its tributaries; gentle valley slopes with scattered woodlands; grazing and water meadows; sunken rural lanes; historic villages with imposing church towers and historic timber framed buildings; small fields enclosed by ancient hedgerows and a wealth of evidence of human settlement over millennia. Despite intrusions of human activity in the twentieth and twenty first centuries, the area retains a sense of tranquillity in terms of minimal noise, light and development intrusion.

Colchester has a rich biodiversity with many sites designated for their nature conservation interest. Much of the coastline is designated under international and European notifications including the Mid-Essex Estuaries Special Area of Conservation, the Mid-Essex Special Protection Area, the Blackwater Estuary Special Protection Area and Abberton Reservoir Special Protection Area. The Special Area of Conservation and Special Protection Areas are notified under the Habitats Directive (92/43/EEC) and Birds Directive (79/409/ECC) respectively. They are also notified as Ramsar sites under the Ramsar Convention.

Abberton Reservoir is a large, shallow, freshwater storage reservoir approximately 6 miles south-west of Colchester. It is built in a long, shallow valley and is the largest freshwater body in Essex. It is one of the most important reservoirs in Britain for wintering wildfowl, with a key role as a roost for wildfowl and waders feeding in adjacent estuarine areas. The site is also important for winter feeding and autumn moulting of waterbirds. The margins of parts of the reservoir have well-developed plant communities that provide important opportunities for feeding, nesting and shelter. Abberton Reservoir is

important especially as an autumn arrival area for waterbirds that subsequently spend the winter elsewhere. Abberton Reservoir is a public water supply reservoir. Reduced water availability, and increased demand, in recent years has led to generally low water levels; greater numbers of waders therefore use the site, and as a result no decrease in wildfowl has been attributed to low water levels. Water entering the site has elevated nitrate levels, leading in most summers to algal blooms, but there is no evidence of impacts on wildlife. The Water Company has a consultative committee which addresses conservation issues at all its sites, and the Abberton Reservoir Committee (involving Essex Wildlife Trust and Natural England) addresses local issues.

The Blackwater Estuary is the largest estuary in Essex and is one of the largest estuarine complexes in East Anglia. Its mud-flats are fringed by saltmarsh on the upper shores, with shingle, shell banks and offshore islands a feature of the tidal flats. The surrounding terrestrial habitats; the sea wall, ancient grazing marsh and its associated fleet and ditch systems, plus semi-improved grassland, are of high conservation interest. The diversity of estuarine habitats results in the sites being of importance for a wide range of overwintering waterbirds, including raptors, geese, ducks and waders. The site is also important in summer for breeding terns. Water based recreation and in particular jet skis are identified as one of the site's sensitivities. The main threat to the site is erosion of intertidal habitats due to a combination of sea level rise and isostatic forces operating on the land mass of Great Britain. The situation is worsened with increasing winter storm events, whilst the hard sea walls along this coastline are preventing the saltmarsh and intertidal areas from migrating inland. This situation is starting to be addressed by alternative flood defence techniques. A shoreline management plan has been prepared for the Essex coast which seeks to provide a blueprint for managing the coastline sustainably.

The Colne Estuary is located in the southern end of Colchester's coastal area. It is a comparatively short and branching estuary, with five tidal arms that flow into the main channel of the River Colne. The Colne Estuary encompasses a diversity of soft coastal habitats, dependent upon natural coastal processes. The vulnerability of these habitats is linked to changes in the physical environment: the intertidal zone is threatened by coastal squeeze and changes to the sediment budget, especially up drift of the site. Limited beach feeding is under way to alleviate the sediment problem. The site is vulnerable to recreational pressures which can lead to habitat damage (saltmarsh and sand dunes) and to disturbance of feeding and roosting waterfowl. Pressures for increased use and development of recreational facilities are being addressed through the planning system and under the provisions of the Habitat Regulations. Jet and water-skiing are largely contained by the Harbour Authorities. Most grazing marshes are managed under ESA/ Countryside Stewardship Agreements, but low water levels are of great concern, and low freshwater flows into the estuary, may be affecting bird numbers and/or distribution. This is being addressed through reviews of consents under the Habitats Regulations. Unregulated samphire harvesting is being addressed by notifying all pickers of the legal implications of uprooting

plants without the consent of landowners. To secure protection of the site, an Estuarine Management Plan is in preparation, which will work alongside the Essex Shoreline Management Plan and the emerging Marine Scheme of Management. The Environment Agency aim to reduce the nutrient enrichment arising from sewage and fertiliser run-off.

In December 2013 the Blackwater, Crouch, Roach and Colne Estuaries Marine Conservation Zone was designated. Marine Conservation Zones (MCZs) are designated marine areas to protect species and habitats found within them from the most damaging and degrading of activities, taking into account local needs. The Blackwater, Crouch, Roach and Colne Estuaries MCZ has been designated specifically for four features: to maintain in favourable condition 'intertidal mixed sediments' and 'Clacton Cliffs and Foreshore' and to recover to favourable condition the 'Native Oyster' and the 'Native Oyster beds'.

There are also ten Sites of Special Scientific Interest (SSSIs) notified in Colchester. These are nationally important ecological/geological sites designated under the Wildlife & Countryside Act 1981 with further protection provided through the Countryside & Rights of Ways Act 2000.

Following a review in 2008, 168 Local Wildlife sites have been designated in the Borough along with 10 local nature reserves. These are non-statutory nature conservation sites which along with the statutory sites play a key role in helping conserve the Borough's biodiversity in both urban and rural locations.

Whilst the Borough of Colchester is extensively rural, the majority of the population live in the towns and villages. As a result, it is the built up areas which figure most prominently in many people's lives and the appearance and quality of their urban surroundings is an important factor in their quality of life. There are four Air Quality Management Areas in Colchester, located in the following areas:
Area 1 - Central Corridors (including High Street Colchester; Head Street; North Hill; Queen Street; St. Botolph's Street; St. Botolph's Circus; Osborne Street; Magdalen Street; Military Road; Mersea Road; Brook Street; and East Street).
Area 2 - East Street and the adjoining lower end of Ipswich Road.
Area 3 - Harwich Road/St Andrew's Avenue junction.
Area 4 - Lucy Lane North, Stanway; Mersea Road; and Brook Street.

In 2012/13 41.54% of all household waste collected was recycled, reused or composted. This exceeds the annual target of 40% but is slightly disappointing considering that the mid-year figure was 44%.

Colchester's potable drinking water comes from Ardleigh Reservoir. National daily domestic water use (per capita consumption) according to the WWF is 150 litres. Nationally we are expected to reduce per capita consumption of water to an average of 130 litres per person per day by 2030. Amendments to building regulations in 2010 require per capita consumption of water to be limited to 125 litres.

Total greenhouse gas emissions across the Borough have decreased over the past 5 years, despite an increase in population. In 2012/13 there were 6,895.35 tonnes of CO_2; in 2008/9 total CO_2 emissions were 10,150 tonnes.

Colchester is committed to reducing climate change both within the Borough and through its in-house operations through various schemes. In 2010 the Council prepared a Climate Risk Assessment, which outlined climate change predictions for Colchester and considered the risks to the Borough from a changing climate. The climate change predictions were derived from Colchester specific data from UKCP09. UKCP09 is the working name for the UK climate projections. It is funded by Defra and uses data from the Met Office Hadley Centre and the UK Climate Impacts Programme (UKCIP) to predict the future climate of the UK under three different emissions scenarios (high, medium and low).

The short term climate change risks for Colchester are:
- Milder, wetter winters (central estimate shows an increase in mean winter temperature of 1.3^oC and 6% increase in winter precipitation);
- Hotter, drier summers (central estimate shows an increase in mean summer temperature of 1.3^oC and 7% decrease in summer precipitation);
- More frequent extreme high temperatures (central estimate shows an increase in the mean temperature of the warmest day of 0.9^oC);
- More frequent downpours of rain (central estimate shows an increase of 5% precipitation on the wettest day);
- Significant decrease in soil moisture content in summer;
- Sea level rise and increases in storm surge height (central estimate for sea level rise in the East of England shows a 9.7cm increase under the medium emissions scenario and a 11.5cm increase under the high emissions scenario); and
- Possible higher wind speeds.

The IPCC's sixth synthesis report was published in November 2014. It provides an overview of current knowledge on climate change, and advises that spatial planning can be a key mitigation approach. It reported that in high growth areas mitigation strategies based on spatial planning and efficient infrastructure supply can avoid the 'lock-in' of high emission patterns. The following can reduce direct and indirect energy use: mixed-use zoning, transport-oriented development, increased density, and co-located jobs and homes. High density development can preserve land carbon stocks and land for agriculture and bioenergy.

Likely evolution without the Local Plan

Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. Local Plan's provide certainty to those

involved in the development of land. Without a Local Plan a policy vacuum would exist and could lead to planning by appeal.

Local Plans must set the objectively assessed need for housing. Housing targets are no longer set at regional level and so without a Local Plan Colchester Borough Council will not be able to set and thus meet its objectively assessed housing need. Housing shortfall is likely to continue without a positive and proactive approach to local housing through the Local Plan, which includes assessing the capacity and feasibility of developing existing brownfield land. A coordinated local spatial strategy to housing allocation would maximise the use of previously developed land, whilst protecting and enhancing priority habitats and species.

Co-ordinated, planned development is more likely to lead to balanced economic and residential growth in a properly integrated fashion with new infrastructure including transport improvements but also environmental, community and cultural improvements.

Monitoring has shown that the number of affordable homes delivered has reduced in recent years, principally due to viability issues. Without a Local Plan that includes a requirement and target for affordable housing very limited numbers of affordable homes would be delivered. To ensure that affordable housing can continue to be delivered in the future the Council reduced its affordable housing target from 35% to 20% through the Focussed Review. This figure was determined through a Community Infrastructure Levy (CIL) viability testing exercise.

In 2012/13 98.4% of planning approvals in the Borough were within 30 minutes of community facilities. This is largely because the Council's adopted planning policies direct development to the most accessible locations. Without a Local Plan it is likely that more dispersed patterns of development would occur, which would increase the need to travel and lead to a subsequent increase in congestion and greenhouse gas emissions.

Climate change is one of the most pressing issues that we face internationally and the Local Plan can play its part in helping to mitigate and adapt to the effects of climate change. For example, through policies that direct development to accessible locations that reduce the need to travel, a requirement for more sustainable buildings, and the provision of open space to help species adapt to a warming climate.

Without the benefits of an adopted Local Plan it will be more difficult to manage the effects of development on flood risk, although all developments would need to take account on national policy on flood risk.

Colchester Borough has a rich natural environment, which includes coastal sites notified at European and international level through to local wildlife sites, which provide habitats in the urban area. Whilst it is likely that the most important environmental sites would continue to be protected through international, Community and national law there is a risk that local wildlife

sites, which do not have statutory protection, would be lost to development without a Local Plan protecting them.

With the population of the Borough increasing, pressure on recreation and wildlife areas is likely to be exacerbated. Without an up to date Local Plan, there is less opportunity to adopt a co-ordinated, spatial approach to the development of green infrastructure, i.e. open green spaces/green networks for recreation, walking and cycling networks, and wildlife.

Colchester has a rich historic environment and without the Local Plan including a positive strategy for the conservation of the historic environment there is a risk that there would be increased harm to the Borough's historic environment through the lack of a clear and up to date local planning framework.

Without a Local Plan necessary infrastructure to serve new development would not be forthcoming. Various studies have demonstrated the high cost of providing comprehensive infrastructure, with for example the Haven Gateway Partnership estimating that £2.5 billion is needed to fund infrastructure in the area to 2021. This would only be forthcoming in full if supported by planning policies ensuring adequate contributions from development.

With the population of the Borough increasing, pressures on existing schools are likely to rise. Adopting a spatial approach to the allocation of development will ensure development is located in areas where existing education capacity is good and identify those areas where new facilities are required. This will ensure that new housing development is planned in parallel with the provision of new schools/upgrades to existing facilities, and are provided within walking distance via a safe route.

In recent years a considerable amount of development in Colchester has taken place on brownfield land; protecting greenfield land and landscape character. The adopted Local Plan includes two urban extensions (North Colchester and Stanway) and further development of greenfield land will be required in the future to meet housing need. Dedham Vale AONB is located within the Borough, which is a high value landscape recognised nationally. There is concern that without a Local Plan protecting this important landscape, and its setting, or other high quality landscapes across the Borough, development will adversely affect landscape character.

To summarise, the likely evolution without a Local Plan would be: planning by appeal, very limited numbers of new affordable homes, dispersed patterns of development that would increase the need to travel, failure to mitigate and adapt to the impacts of climate change, loss of biodiversity, infrastructure shortfall, adverse impacts on landscape character, increased risk of flooding, adverse impacts on wildlife and recreation, pressure on school places and adverse impact on the historic environment.

Key Sustainability Issues

As part of the SA it is necessary to identify the key sustainability issues facing the area that the Local Plan should address. These issues have been identified through the collection and analysis of the baseline data, evidence and consultation with stakeholders.

At the scoping workshop many of the stakeholders commented that the sustainability issues identified as part of the SA of the Core Strategy, Site Allocations and Development Policies are still relevant. Previous sustainability issues have therefore been retained but updated and added to.

Social Issues

The **provision of housing to meet local needs** is a major issue in Colchester. Identifying the objectively assessed housing need, particularly in light of recent issues with other Local Plans throughout the country, is also an important issue.

Meeting the **demand for affordable housing**, including allocation of **sites for gypsies and travellers**, will also need to be considered and met.

It will be important to ensure that **Colchester does not lose its identity** as it continues to expand and that new communities are well integrated within the town.

It will be increasingly important to **match the population growth with economic growth** within the Borough. As projections indicate an **aging population** the impact of smaller, older households on services and housing will need to be managed. Projections from the ONS show that the number of people aged over 65 years in the Borough is projected to increase from 29,000 in 2012 to 46,000 in 2032; an increase of around 50%. It is also important to recognise and manage the other potential impacts that an aging population may have on the Colchester community. These will include a greater stress on health services, on the local economy and on other key services such as retail, education, public transport, leisure and tourism. It is likely that many of these impacts can be positive if planned for and managed correctly.

The Vision for Essex recognises that population growth and demographic change is placing **unsustainable pressure on all services** across Essex, particularly health and care services. The population of Colchester increased by 11.1% and the population of Essex increased by 6.3% over the period 2001 – 2011. The number of people aged 85 and over is forecast to grow by 49% between 2011 and 2021 in the Borough and 47% across Essex, while the number of adults with learning disabilities will increase by over 18% across Essex. The burden of financing services is falling increasingly on a relatively diminishing working-age group.

Linked to the above issue, ensuring that **school places**, including early years, are available in the right locations is a key issue. It is also important to ensure that there is good accessibility to schools via safe direct routes by sustainable modes of transport. Essex County Council does not have the capital to fund new schools and expects developers to contribute to the pupil places likely to be generated from new development.

For a number of reasons access to a variety of services and facilities can be an issue for Colchester residents.   The Indices of Multiple Deprivation measure social inclusion by considering and scoring a whole range of issues, from access to certain facilities, to income and employment.   The score provides an indication of how deprived an area is.   On a national level Colchester Borough scores very low.   In relation to other Essex districts, Colchester as a whole had decreased in relative deprivation for average score, average rank and local concentration measures. Despite this there are **areas in the Borough where deprivation** exists and which contrast with the surrounding more affluent areas.   In the 2010 Index of Multiple Deprivation two small areas were in the top 10% most deprived in England. These were Magnolia in St Andrew's ward and St Anne's Estate in St Anne's ward.   It is therefore important to encourage social inclusion through the design of new communities and to ensure adequate community infrastructure and services are available.

Air quality in Colchester needs to be improved, particularly in the air quality management areas. Poor air quality is a social and environmental issue.

As Colchester has a large rural area **rural isolation** can be an issue. Rural areas often have limited services and facilities, including limited broadband. This, coupled with poor public transport links, can prevent those without access to a car accessing the facilities they need.

Access to recreation, leisure and open space, including a well connected public rights of way network, is as important as access to formal health facilities like hospitals, doctor's surgeries and NHS dentists in **promoting healthy lifestyles**. An aging population will increase demands on health and social care, particularly the need for residential nursing care. However, it will also impact upon other sectors of the Borough such as the local economy, the increased housing demand and an increase on public transport and other key services.

Tackling **fear of crime** in Colchester is an issue. Planning can help to ensure that new development is designed to reduce the fear and incidence of crime.

Economic Issues

The Vision for Essex recognises that we cannot take economic growth for granted. Historic growth across Essex has been driven by sectors such as construction, finance and the public services. These sectors may not deliver substantial job growth in the future. Essex will need to **attract investment** into those parts of the local economy that offer the greatest potential growth

while **helping existing businesses to overcome barriers to success**: escalating energy costs; greater competition from across the world; and a shortfall of skills in the local labour market.

Whilst the Core Strategy target of 14,200 new jobs has been met, a key issue for the Borough's economy is that the **rate of job creation**, whether full-time or part-time, and it is increasingly part-time, **is less than the rate of growth of the working age population**. This means that unless we get more jobs within the Borough there will be more out-commuting and higher levels of unemployment.

Town centre uses are directed to Colchester Town Centre in the first instance inline with the retail hierarchy set out in adopted planning policies. This approach has come under increasing pressure in recent years. If Colchester's District Centres continue to expand this could have an **adverse impact on the Town Centre**. The rise of internet shopping could also have an impact on the Town Centre and District Centres.

The rural economy has been affected in recent years by falling incomes from farming. As a significant part of the Borough is rural, there is a need to support the **revitalisation of the rural economy** including diversification schemes and training schemes such as the Abberton Training initiative.

If current car ownership and usage trends continue it will be important to avoid the creation of further dispersed growth patterns in Colchester that often result in high car dependency. **Improved transportation and attractive travel links** are a major issue for Colchester and it is essential that planning for transport is an integral part of the Local Plan to reduce congestion into and around Colchester. It will be particularly important to improve and maintain Colchester's transportation infrastructure so that the Borough can continue to attract businesses, retailers, tourists and home buyers, therefore boosting the local economy.

Supporting the **growth plans of the University of Essex** is an issue. The university's growth plans will need to be balanced with the need to protect the surrounding countryside and the long established objective to avoid coalescence with Wivenhoe.

Environmental Issues

Maintaining and enhancing the natural and built environment of the Borough (including the historic and built heritage) are very important to the residents and communities of Colchester. The **cost of maintaining Colchester's heritage** is also a potential issue. All future developments will need to take account of current cultural and heritage assets as well as continuing to protect and enhance them. One key consideration will be the preservation of countryside areas and **strategic green gaps** between settlements.

The natural environment of the Borough has been shaped by land management and as a result there is a variety of high quality landscapes and habitats, supporting a diverse range of species including internationally significant areas of saltmarsh, oyster fishery and coastline. Protecting the **setting of important landscapes**, particularly the Dedham Vale AONB, is essential. Within the Borough there are three Special Protection Areas (Colne Estuary, Blackwater Estuary and Abberton Reservoir), which are also notified as Ramsar Sites and one Special Area of Conservation (Essex Estuaries). New development has the potential to lead to the loss of habitat and species and to **indirectly affect these important international sites** through increased water usage, increased wastewater and recreational disturbance. There are also many Local Wildlife Sites throughout the Borough, which could be lost or adversely affect through increased levels of disturbance as a result of population growth.

There is **pressure for the development of greenfield land** in order to meet Colchester's objectively assessed housing need.

Climate change is increasing the magnitude and frequency of intense rainfall events that cause **flooding** and the risk of flooding from the River Colne is also heightened by increased winter precipitation. Colchester has grown up around the River Colne and there is a risk of flooding from a number of sources: fluvial, tidal and pluvial. The River Colne is fluvial in the upper reaches and tidally influenced in the lower reaches, extending as far upstream as East Mill. There are four major tributaries and many creeks and brooks in the tidally influenced region of the river. Tidal flood risk is concentrated along the coastal frontage adjacent to Mersea Island, which is low lying. Tidal flood sources are the most dominant in Colchester and tidal flooding can result from a storm surge, high spring tides or both events combined over defended and undefended land.

The main pathway of fluvial flooding is from high river flows resulting in out of bank flows. Flood defences and control structures could potentially fail and actually increase flood risk. Fluvial flooding was recorded by the Environment Agency as occurring in 1903, 1939, 1947, 1959, 1979, 1987, 2000 and 2001. These events were of various scale and severity and were mostly caused by high rainfall events.

Pluvial flooding can occur as a result of severe storms, which create run-off volumes that temporarily exceed the natural or urbanised sewer and drainage capacities, creating flash flooding. This is likely to increase as a result of higher intensity rainfall, more frequent winter storms and increased urban development.

Climate change is leading to **more frequent droughts**, with consequent reduced water availability. The Environment Agency has identified that the catchment area of Anglian Water Services, which provides water (and wastewater treatment) to the Borough, is seriously **water stressed**. Furthermore, work carried out by the Environment Agency showed that there will be a significant impact on average river flows across England and Wales

by the 2050s as a result of climate change. By 2050 river flows in winter may increase by 10 – 15% but with lower flows in most rivers from April to December. River flows in the late summer and early autumn could fall by over 50% and by as much as 80% in some catchments.[4]

Climate change is leading to **higher average temperatures and more extremely hot days**. Research by the Met Office has demonstrated that temperatures experienced in the summer 2003 heatwave will be about average by the 2040s and will be considered cool by the 2060s.[5] The modified land surface in towns and cities affects heat transfers and so towns and cities are generally warmer than surrounding rural areas. This is known as the urban heat island effect. In addition to heat transfers the urban heat island effect may also be affected by changes in water runoff, pollution and aerosols.[6]

Water quality is another important issue for the Borough. As a result of the Water Framework Directive there is a requirement for all inland and coastal waters to reach "good status" by 2015. However, it is understood that this requirement will not be met in full.

The amount of **waste** produced in Colchester is increasing as the Borough grows, and at the same time the land available to dispose of this waste (landfill sites) is reducing. However, the actual average waste per household has decreased in recent years from 650kg in 2006/7 to 448kg in 2012/13.

Colchester's growing population is predicted to lead to a **rise in carbon dioxide emissions** from domestic, commercial and transport sources. However, the UK has committed to reducing CO_2 emissions by 20% by 2020 and 80% by 2050. The economic downturn and the government's announcement in April 2014 of its decision to wind down the Code for Sustainable Homes have made it increasingly **difficult to promote sustainable design and construction**.

Large scale renewable energy schemes are an environmental and social issue. Many communities resist large scale renewable energy schemes due to concerns about landscape impact, noise and visual impact.

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[4] Environment Agency, Water resources in England and Wales – current state and future pressures, December 2008.
[5] The Met Office Hadley Centre, Climate change and the greenhouse gas effect, December 2005.
[6] IPCC Fourth Assessment Report, Working Group 1: The Physical Science Basis, 2007.

Sustainability Framework

At the scoping workshop stakeholders commented that the previous sustainability objectives, which were used in the SA of the Core Strategy, Site Allocations, Development Policies, and numerous SPDs were still relevant. Whilst the SA of the Local Plan is a chance to start from the beginning and review all previous SA work undertaken there is no merit in ignoring previous SA work that is still relevant. Accordingly the SA framework from the Council's previous SA work has been used as a starting point.

The objectives and assessment criteria have been amended to take into account comments from the SA workshop; the evidence base; the review of relevant policies, plans and programmes; and past SA experience. The indicators have been amended to reflect the indicators monitored as part of the AMR. This will ensure that the SA can be annually monitored over the lifetime of the plan.

The SEA themes that each SA objective relates to have been listed in the final column. This clearly demonstrates that the SA Framework incorporates all of the SEA Directive's themes.

Objectives	Assessment Criteria	Indicators	SEA Themes
1. To provide a sufficient level of housing to meet the objectively assessed needs of the Borough to enable people to live in a decent, safe home which meets their needs at a price they can afford	Will it deliver the number of houses needed to support the existing and growing population?	The number of net additional dwellings	Material assets Climatic factors
	Will it provide more affordable homes across the Borough?	Affordable housing completions	
	Will it deliver a range of housing types to meet the diverse needs of the Borough?	Percentage of residential completions that are two or three bedroom properties	
	Will it deliver well designed and sustainable housing?	Number of zero-carbon homes completed	
2. To ensure that development is located sustainably and makes efficient use of land	Will it promote regeneration?	Number of new homes completed at ward level within Growth/ Regeneration Areas Amount of new employment development completed at ward level in Growth/Regeneration Areas	Material assets Landscape
	Will it reduce the need for development on greenfield land?	Percentage of new and converted dwellings on previously developed land	
	Will it provide good accessibility by a range of modes of transport?	% of new development within 30 minutes of community facilities	
	Will densities make efficient use of land?	Amount of development > 30 dwellings per hectare	
	Will a mix of uses be provided?		

3. To achieve a prosperous and sustainable economy that improves opportunities for local businesses to thrive, creates new jobs and improves the vitality of centres	Will it improve the delivery of a range of employment opportunities to support the growing population?	Amount of floorspace developed for employment, sqm	Material assets Population Cultural heritage
	Will it maintain an appropriate balance between different types of retail uses and other activities in the Borough's centres?	Amount of completed retail, office and leisure development delivered in the town centre

Amount of completed retail, office and leisure development across the Borough | |
| | Will it support business innovation, diversification, entrepreneurship and changing economies? | Amount of floorspace developed for employment, sqm | |
| | Will it support tourism, heritage and the arts? | Amount of completed retail, office and leisure development delivered in the town centre

Amount of completed retail, office and leisure development | |
	Will it help sustain the rural economy?	Number of jobs created in rural areas	
4. To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion	Will it reduce the need to travel?	% of new residential development within 30 minutes of public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre	Population Climatic factors Air Human health
	Will the levels of sustainable travel increase?	Percentage of journeys to work by walking and cycling and percentage of journeys to work by public transport	
	Will it improve sustainable transport infrastructure and linkages?	Percentage of journeys to work by walking and cycling and percentage of journeys to work by public transport	
5. To build stronger, more resilient sustainable communities with better education and social outcomes	Will it provide equitable access to education, recreation and community facilities?	Financial contributions towards community facilities	Population Human health Biodiversity Flora Fauna
	Will it place pressure on school places, including early years?		
	Will existing open spaces be protected & new open spaces be created?	Contributions received towards open space	
	Will it improve the skills of the Borough's population?	Number of people qualified to level 2

Number of people qualified to level 4 | |
| 6. To improve and reduce | Will it reduce actual crime and fear | All crime – number of | Population |

inequalities in health and wellbeing and tackle crime issues by keeping our communities safe and promoting community cohesion	of crime?	crimes per 1000 residents per annum	Human health
	Will it provide equitable access to employment opportunities?	% of new residential development within 30 minutes of public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre	
	Will it encourage healthy lifestyles?	Number of people participating in sport	
7. To conserve and enhance the townscape character, and the heritage and cultural assets of the Borough	Will it protect and enhance the heritage and cultural assets of the Borough?	Number of listed buildings demolished Number of locally listed buildings demolished New Conservation Area Appraisals adopted New and extended Conservation Areas Number of Buildings at Risk	Cultural heritage including architectural and archaeological heritage
	Will it create a high quality and coherent public realm linking the town's assets and spaces; connecting the heritage and contemporary?		
	Will it protect and enhance the historic character of the Town Centre?		
8. To value, conserve and enhance the natural environment, natural resources and the biodiversity of the Borough	Will it maintain and enhance the landscape character of the borough?		Landscape Biodiversity Flora Fauna Soil Water
	Will it protect and enhance designated areas of the countryside and coastal environment?	Amount of development in designated areas Number of SSSIs in favourable condition	
	Will it protect and improve biodiversity?	Amount of development in designated areas Number of SSSIs in favourable condition Area of land offset for biodiversity	
	Will it improve environmental quality in terms of water, air and soil quality?	Quality of Rivers (number achieving ecological good status) Number of Air Quality Management Areas	

		Contaminated land brought back into beneficial use, hectares	
9. To make efficient use of energy and reduce, reuse or recycle waste	Will it reduce pollution and greenhouse gas emissions?	Total CO_2 emissions	Climatic factors Air
	Will it support the delivery of renewable energy schemes?	Renewable Energy Installed by Type	
	Will it help to reduce, reuse and recycle resources and minimise waste?	Amount of domestic waste recycled	
10. To reduce climate change impacts, support mitigation and encourage adaptation	Will it reduce the risk of flooding?	Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality	Climatic factors Water Soil Biodiversity Flora Fauna
	Will it deliver effective SUDS and improve drainage?	Number of SUDS schemes approved by ECC	
	Will it affect the amount of water available for extraction?		
	Will it promote water efficiency and reduce water usage levels per household?	Number of zero carbon homes delivered	
	Will it improve water quality?	Number of SUDS schemes approved by ECC	

Likely significant effects of growth options

Options

There are six growth options identified in the Issues and Options Paper, which are as follows:

Option 1A Development to the East and West
A separate sustainable settlement to the west of Colchester town
A separate sustainable settlement to the east of Colchester town
Urban development on sites in and around the existing urban area
Proportional expansion of the Rural District Centres - Wivenhoe, Tiptree and West Mersea

Option 1B Development to the East and West
A separate sustainable settlement to the west of Colchester town
A separate sustainable settlement to the east of Colchester town
Urban development on sites in and around the existing urban area
Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea
A proportional element of rural growth across the Borough's villages

Option 2A Development to the West
A separate sustainable settlement to the west of Colchester town
Urban development on sites in and around the existing urban area
Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea

Option 2B Development to the West
A separate sustainable settlement to the west of Colchester town
Urban development on sites in and around the existing urban area
Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea
A proportional element of rural growth across the Borough's villages

Option 3A Development to the East and North
A separate sustainable settlement to the east of Colchester town
A significant urban extension to the north of Colchester town, crossing the A12
In addition to an extension to the north, other urban development in and around the existing urban area
Proportional expansion of Rural District Centres – Wivenhoe, Tiptree and West Mersea

Option 3B Development to the East and North
A separate sustainable settlement to the east of Colchester town
A significant urban extension to the north of Colchester town, crossing the A12
In addition to an extension to the north, other urban development in and around the existing urban area

Proportional expansion of Rural District Centres – Wivenhoe, Tiptree and West Mersea
A proportional element of rural growth across the Borough's villages

Summary

This stage of the SA has enabled the growth options included in the Issues and Options document to be compared. All options are very similar and it has been difficult to draw out differences between the options. Owing to the very strategic level and early stage in the Local Plan process it has also been difficult to have a degree of certainty over potential impacts. At this stage only very broad locations are known and the exact level and type of development is unknown. The SA does not yet make a recommendation of a preferred option, nor does it discount options from further consideration. This will be done as part of the next stage of the SA once options have been progressed, statutory consultees have commented on the options and the evidence base has developed further.

The SA has used the evidence base and past experience of planning within the Borough to accurately predict the likely effects of the six different options. Further SA work, at a more detailed level, will help to refine options and ensure that mitigation and enhancement measures are incorporated. Positively, the SA has identified important issues that will need to be addressed in developing options further, suggested mitigation and enhancement measures and suggested policies that will be needed in the Local Plan.

All options will deliver the number of houses needed to support the growing population and ensure a 15 year housing land supply. However, there is a risk with options 2A and 2B that with such a large proportion of the total land supply being tied up in one large site (the sustainable settlement to the west) which would be for a completely new settlement, that there could be a point in the plan period where the Council could struggle to maintain a 5 year land supply, as a result of the lead-in time required for a large and completely new settlement, before housing could start coming forward. The settlement to the west would also not be entirely aligned with the plan period as development of such a large scale would involve development over a period in excess of 15 years.

All options include separate settlements, which will include a mix of uses, including employment, leisure and community uses. The option of a settlement to the east is likely to deliver employment uses linked to the University of Essex. This will contribute to Colchester's economy and job market, and should help to retain skilled workers.

Wivenhoe Park, which is on the Register of Historic Parks and Gardens, is located within the broad search area for the development to the east. Development south of the A133 has the potential to adversely affect the setting of this Historic Park and Garden and it is considered that if options 1A,

1B, 3A or 3B are taken forward, land south of the A133 would be an appropriate barrier to development.

All options will lead to adverse effects on landscape character. It is likely that the landscape impact would be less severe for the development of a settlement to the west, than a development on the east and the northern urban extension. The Landscape Character Assessment (LCA) includes a sub-area of the Easthorpe Farmland Plateau, which comprises a linear settlement corridor extending westwards from the western edge of Colchester. The LCA states that the landscape character to the west of Colchester is disturbed by visual, movement and noise intrusion of cars on the A12 and frequent trains on the main line.

All options could adversely affect the integrity of the Borough's European Sites through an increase in population leading to increased recreational disturbance. This is documented in the Habitat Regulations Assessment Screening Report and an appropriate assessment will be carried out. At this stage a negative impact on the Borough's European Sites under all options cannot be ruled out.

The potential area of growth to the east includes a number of Local Wildlife Sites and a Local Nature Reserve. Owing to the extensive area covered by Wivenhoe Park, development south of the A133 would have a negative impact on biodiversity. There is concern that Thousand Acres Local Wildlife Site and Home Wood Local Wildlife Site would be adversely affected by development in this area as they are located centrally within the broad area of search. Particularly Home Wood, which has species rich ground flora. The potential area of growth to the west of Colchester includes fewer nature conservation areas than land to the east of the town. However, it includes Marks Tey Brickpit, which is a Site of Special Scientific Interest (SSSI) in addition to a Local Wildlife Site. SSSIs are nationally important areas of nature conservation. Development close to the SSSI has the potential to lead to adverse effects through increased levels of disturbance. The northern urban extension area of search includes two Local Wildlife sites: Langham Road Grassland and Kiln Wood, although it is likely that these sites could be avoided.

All options show generally positive impacts in relation to the provision of housing and employment and negative impacts in relation to landscape and biodiversity. The SA objectives are not weighted and are all important. However, significant weight must be given to the need to identify and allocate the Borough's objectively assessed need for housing as set out in paragraph 47 of the NPPF. If any of the options are unlikely to result in a 5 year supply of deliverable sites or a 15 year supply of developable sites they must be discounted as non-reasonable options.

District settlements

Development on the edges of all of the Borough's district settlements will result in adverse effects on landscape character. However effects as a result

of development on the edge of Tiptree are likely to be less severe than development on the edge of Wivenhoe and West Mersea. Wivenhoe and West Mersea are bounded by the current coastal protection belt, which is a designation made in the existing Local Plan. The coastal protection belt exists to protect the open and rural nature of the County's undeveloped coastline.

Essex County Council has identified Mersea Island as a place which is very difficult to accommodate in terms of the provision of school places. Conversely, there may be spare capacity within Tiptree to accommodate some future growth in this location.

The Borough's Rural District Centres are all bounded in part by nature conservation sites. Expansion of the Rural District Centres will have an adverse impact on these nature conservation sites through increased levels of disturbance. The extent of the damage will depend on the amount and specific location of development. It may be possible to mitigate damage by avoiding the allocation of sites within a 15 minute walk of the nature conservation sites and provision of high quality open space. This will need to be explored as part of future work.

Owing to the sensitive environmental designations surrounding Mersea any expansion should be small scale rather than proportional. The planning guidelines from the Landscape Character Assessment must be taken into account to minimise the landscape impacts of new development.

Rural communities expansion

Housing development within rural communities could help to ensure the delivery of affordable housing across the Borough rather than this being concentrated within urban areas. However, it could have the opposite effect by reducing the number of rural exception schemes coming forward owing to landowner aspirations for predominantly market housing schemes.

Whilst proportional expansion of rural communities largely relates to housing development new housing in villages may lead to the development of new employment uses. For example, growth in one of the Borough's villages may lead to the need for additional classrooms in the local school, which would lead to short term construction jobs and full time teaching jobs.

Small scale housing development could be difficult to accommodate within existing schools. Essex County Council as the Education Authority has confirmed that there is very little existing spare capacity in the Borough's school provision in terms of primary and secondary school provision. The provision of school places could therefore be a major issue for proportional development of the Borough's rural communities.

Existing residents in the Borough's villages rely heavily on the private car owing to poor accessibility by alternative modes of transport and so development within the rural communities will not provide good accessibility by a range of modes of transport.

There are numerous Local Wildlife Sites around the Borough, which may be effected by development within the rural communities.

Mitigation and enhancement measures

It will be essential when planning the detailed design of large scale new development that education, recreation and community facilities are located at accessible locations within the site and can be conveniently accessed by foot and cycle. Sustainable transport connections should be the starting point for the design of large scale development and a range of sustainable transport infrastructure is expected.

Employment areas will need to be planned into any new settlement from the outset. Locations should be at the most appropriate locations within the settlements to provide good access by a range of modes of transport, to ensure good accessibility. Every opportunity should be taken to ensure links to the knowledge gateway as part of a development to the east. If options 1B, 2B or 3B are taken forward, consideration should be given to requiring an element of employment uses and/or services in addition to housing as part of the proportional expansion of rural settlements to provide a more significant positive impact on the rural economy.

Wherever possible new development should ensure connections to existing areas of open space, to improve the Borough's green infrastructure network. Green infrastructure has multiple benefits, including recreation, transport, habitat enhancement and flood alleviation.

There are areas of open space in the potential growth areas for the sustainable new settlements and it will be essential that no development takes place within these open spaces (e.g. Salary Brook nature reserve and Wivenhoe Park in the east and various sports grounds in the west).

If options 3A or 3B, which include an urban extension north of the A12, are taken forward it will be important to ensure that new development maintains a gap between surrounding villages to protect landscape character.

The Local Plan should address design, including sustainable design, through a specific policy. The sustainable design policy should consider including requirements relating to energy efficiency, water efficiency, renewable energy and district heating.

An open space policy should be included within the Local Plan including detail on the amount and type of open space required by development and the protection of existing open space.

The full appraisal of the growth options is included in Appendix 4.

As part of this consultation we would like your thoughts on the Appraisal. If you disagree with any of the findings of this early appraisal please detail why, including reference to evidence if appropriate.

Next steps

Following the close of the Issues and Options consultation on Friday 27 February, the Spatial Policy team will collate and summarise the representations received through the Issues and Options consultation, including comments to this SA Report. The comments will then be used alongside the evidence we will be gathering to produce the Local Plan Preferred Options Paper for consultation. The preferred Options Paper will be in the form of a draft Local Plan.

SA will be used to develop Preferred Options and a SA Report will be prepared to support the draft Local Plan.

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Appendix 1. Review of relevant plans and programmes and sustainability objectives

International

SEA Theme	Document title, author & date	Summary	Relevant aims, objectives, targets, priorities for the Local Plan & SA
All	Review of the European Sustainable Development Strategy, European Commission, 2009	In July 2009 the Commission adopted the 2009 Review of EU SDS. It underlines that in recent years the EU has mainstreamed sustainable development into a broad range of its policies. In particular, the EU has taken the lead in the fight against climate change and the promotion of a low-carbon economy. At the same time, unsustainable trends persist in many areas and the efforts need to be intensified. The review takes stock of EU policy measures in the areas covered by the EU SDS and launches a reflection on the future of the EU SDS and its relation to the Lisbon strategy. The Commission defines sustainable development as: meeting the needs of present generations without jeopardizing the ability of futures generations to meet their own needs – in other words, a better quality of life for everyone, now and for generations to come.	The European Council in December 2009 confirmed that "Sustainable development remains a fundamental objective of the European Union under the Lisbon Treaty. As emphasised in the Presidency's report on the 2009 review of the Union's Sustainable Development Strategy , the strategy will continue to provide a longterm vision and constitute the overarching policy framework for all Union policies and strategies. A number of unsustainable trends require urgent action. Significant additional efforts are needed to: - curb and adapt to climate change, - to decrease high energy consumption in the transport sector; and - to reverse the current loss of biodiversity and natural resources.
Biodiversity, flora, fauna, soil, water	EU Biodiversity Strategy to 2020, European Commission, 2012	The 2012 Biodiversity Strategy follows on from the 2006 Biodiversity Action Plan. It is an ambitious strategy to halt the loss of biodiversity and ecosystem services in the EU by 2020. There are six main targets, and 20 actions to help Europe reach its goal. Biodiversity loss is an enormous challenge in the EU, with around one in	The six targets cover: • Full implementation of EU nature legislation to protect biodiversity • Better protection for ecosystems, and more use of green infrastructure • More sustainable agriculture and forestry

		four species currently threatened with extinction and 88% of fish stocks over-exploited or significantly depleted. The strategy stresses the need to integrate biodiversity concerns into all EU and national sectoral policies, in order to reverse the continuing trends of biodiversity loss and ecosystem degradation.	• Better management of fish stocks • Tighter controls on invasive alien species • A bigger EU contribution to averting global biodiversity loss.
All	Environment 2010: Our Future, Our Choice (2003)	This document outlines the European Commission's four environmental priorities and some of the actions to address them, along with proposed new ways of achieving our environmental challenges. It is not only about protecting the environment for now and the future; it is also about improving the quality of life for us all. The document states that in short, we need to aim for a society where cars do not pollute the atmosphere, waste can be recycled or safely disposed of and energy production does not lead to climate change. Our children must not take in harmful chemicals from their toys or food. Landscapes and wildlife should not be endangered by development. The following 4 themes for action have been identified: Tackle climate change Protect nature and wildlife Address environment and health issues Preserve natural resources and manage waste.	Tackling Climate Change objectives: ❚ In the short to medium term we aim to reduce greenhouse gas emissions by 8% compared with 1990 levels by 2008-12 (as agreed at Kyoto); ❚ In the longer term we need to reduce global emissions even further by approximately 20-40% on 1990 levels by 2020; ❚ For the first time the Programme recognises the need to tackle the longterm goal of a 70% reduction in emissions set by the Intergovernmental Panel on Climate Change. Protecting Nature and Wildlife objectives: ❚ Protect our most valuable habitats through extending the Community's Natura 2000 programme; ❚ Put in place action plans to protect biodiversity; ❚ Develop a strategy to protect the marine environment; ❚ Extend national and regional programmes to further promote sustainable forest management; ❚ Introduce measures to protect and restore landscapes; ❚ Develop a strategy for soil protection; ❚ Co-ordinate Member States' efforts in handling accidents and natural disasters.

			Action for the Environment and Health objectives: ❚ Improve our understanding of the link between environmental pollution and human health through better research; ❚ Look at health standards to account for the most vulnerable groups of society; ❚ Reduce the risks from the use of pesticides; ❚ Develop a new strategy on air pollution; ❚ Reform our system for controlling the risk from chemicals. Natural Resources and Waste objectives: ❚ Identify hazardous substances and make producers responsible for collecting, treating and recycling their waste products; ❚ Encourage consumers to select products and services that create less waste; ❚ Develop and promote a European Union-wide strategy on waste recycling, with targets and monitoring to compare progress by Member States; ❚ Promote markets for recycled materials; ❚ Develop specific actions, under an Integrated Product Policy approach, to promote the greening of products and processes. One example is the promotion of intelligent product design that reduces the environmental impacts of products from their conception to the end of their useful life.

National

SEA Theme	Document title, author & date	Summary	Relevant aims, objectives, targets, priorities for the Local Plan & SA
Climatic factors	Adapting to Climate Change: Ensuring Progress in Key	This strategy highlights how the climate is changing and the impacts are likely to affect	Adaptation (or changing behaviour) should be built into planning and risk management.

	Sectors, Defra, 2013	almost everyone in someway during our lifetime. The strategy recognises that there have always been natural fluctuations in climate, but the current rates of change are far greater than those experienced in recent history. The strategy suggests that adaptation (or changing behaviour) should be built into planning and risk management; and that all organisations will benefit from considering risks to their operations and consider the actions necessary to adapt to climate change. This strategy confirms that 'bodies with a function of public nature' and 'statutory undertakers' (reporting authorities) must be taking appropriate action to adapt to the future impacts of climate change.	
All	National Planning Policy Framework (NPPF), DCLG, 2012	The NPPF was published on 27 March 2012 and replaces almost all of the previous national planning policy included in Planning Policy Statements and circulars. A description of the NPPF is included in the SA Report.	There are 12 core planning principles which are summarised below: - be genuinely plan led - not simply be about scrutiny - proactively support sustainable economic development - secure high quality design - take account of the roles & character of different areas - support the transition to a low carbon future - contribute to conserving & enhancing the natural environment - encourage the effective use of land - promote mixed use developments - conserve heritage assets - actively manage patterns of growth to make the fullest possible use of sustainable modes of transport - support strategies to improve health
All	National Planning Practice	In March 2014 DCLG published planning practice	NPPF core planning principles, above, are

	Guidance, DCLG, 2014	guidance online. The guidance covers a wide range of issues and cannot be summarised and so a link to the guidance is included below. http://planningguidance.planningportal.gov.uk/	relevant.
Climatic factors	National Energy Policy Statement EN1, DECC, 2011	This sets out the Government's policy for delivery of major energy infrastructure. It sets out the need for and role of various different types of renewable/ low carbon energy. Potential impacts of renewable energy are listed, along with a summary of how the IPC will make decisions.	Legally binding target to cut greenhouse gas emissions by at least 80% by 2050, compared to 1990 levels.
All	Neighbourhood Planning, DCLG, 2012	This document provides a brief summary of neighbourhood planning, including the main stages: defining the neighbourhood plan area, preparing the plan, independent check, community referendum, legal force.	This document does not contain any targets, aims, objectives or priorities. However, it is important that the Local Plan and SA recognise the key role of neighbourhood planning.
Biodiversity Flora Fauna	UK Post-2010 Biodiversity Framework, JNCC/Defra, 2012	This framework sets out a common purpose and shared priorities to address the challenge of biodiversity loss. It recognises that globally we fell short of reaching the 2010 target to reduce the rate of biodiversity loss, but it was an important driver for conservation action, including in the UK where we saw improvements in the populations of widespread bats and breeding woodland birds, in the condition of protected sites and in the area of land managed under environmental schemes.	In Nagoya, Japan, in Autumn 2010 the 192 parties to the Convention on Biological Diversity renewed their commitment to take action to halt the alarming global declines of biodiversity and to ensure that by 2020 our natural environment is resilient and can continue to provide the ecosystem services that are essential for life. Vision: By 2050, biodiversity is valued, conserved, restored and wisely used, maintaining ecosystem services, sustaining a healthy planet and delivering benefits essential for all people. Goal A: Address the underlying causes of biodiversity loss by mainstreaming biodiversity across government and society. Goal B: Reduce the direct pressures on biodiversity and promote sustainable use. Goal C: To improve the status of biodiversity by safeguarding ecosystems, species and genetic

			diversity. Goal D: Enhance the benefits to all from biodiversity and ecosystems. Goal E: Enhance implementation through participatory planning, knowledge management and capacity building.
All	Mainstreaming Sustainable Development – the Government's vision and what this means in practice, Defra, 2011	This document sets out the coalition government's vision of sustainable development, which means making the necessary decisions now to realise our vision of stimulating economic growth and tackling the deficit, maximising wellbeing and protecting our environment, without negatively impacting on the ability of future generations to do the same. It builds on the 2005 sustainable development strategy. It recognises that natural capital is an essential part of a productive economy and we need to value appropriately the goods and services it provides.	Sustainability is recognised as a core strategic priority.
Population	Planning policy for traveller sites, DCLG, March 2012	This document sets out the governments planning policy for traveller sites.	The Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community. The Government's aims in respect of traveller sites are: •that local planning authorities should make their own assessment of need for the purposes of planning •to ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites •to encourage local planning authorities to plan for sites over a reasonable timescale

			•that plan-making and decision-taking should protect Green Belt from inappropriate development
			•to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites
			•that plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective for local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies
			•to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply
			•to reduce tensions between settled and traveller communities in plan-making and planning decisions
			•to enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure
			•for local planning authorities to have due regard to the protection of local amenity and local environment.
Cultural heritage	PPS5 Planning for the historic environment practice guide, DCLG, March 2010	Whilst the NPPF replaced all PPSs and most guidance this practice guide remains relevant and useful in the application of the NPPF. The document sets out the government's objectives for the protection of the historic environment. It explains that the historic environment provides a tangible link with our past and contributes to our sense of national, local and community identity. It also provides the character	That the value of the historic environment is recognised by all who have the power to shape it; that Government gives it proper recognition and that it is managed intelligently and in a way that fully realises its contribution to the economic, social and cultural life of the nation. (The Government's Statement on the Historic Environment for England 2010)

		and distinctiveness that is so important to a positive sense of place. It can support the regeneration and sustainable economic and social development of our communities. It can assist in the delivery of housing, education and community cohesion aims. It is a key part of England's tourism offer. Through all this it enhances the quality of our daily lives.	
Water	Flood and Water Management Act, Defra, 2009	The Act seeks to ensure a healthier environment, better service and greater protection of water resources. The Act puts in place the recommendations from the Pitt Review into the floods of summer 2007. There is a move towards risk management. The impacts of climate change in terms of increased flood risk will be addressed through the Act and water companies will have the power to conserve water earlier during a drought period. The Act will end the automatic right to connect to sewers for surface water drainage and new sustainable drainage systems will be maintained by local authorities. The Environment Agency must publish a national flood and coastal erosion risk management strategy.	The aims of the Act are to: • reduce the likelihood and impacts of flooding; • improve authorities ability to manage the risk of flooding; • improve water quality; • give water companies better powers to conserve water during drought; • reduce red tape and other burdens on water and sewerage companies; • improve the overall efficiency and management of the industry; and • reduce pollution.
Soil	Safeguarding our soils, Defra, 2009	This document sets out Defra's strategy to safeguard and improve the country's soils. The document states that development inevitably leads to soil sealing, but states that poor construction practices can lead to further soil degradation, e.g. compaction and pollution. During construction soils can be compacted	- Ensure soil ecosystem services are fully valued in the planning system. - Ensure appropriate consideration is given to the protection of good quality agricultural soils from development. - Encourage better management of soils through all stages of construction.

		through machinery use and are at risk of erosion from rain and wind when exposed. Compacted soils in urban areas can increase run off and surface water flooding.	
Material assets	Community Infrastructure Levy Guidance, DCLG, April 2013	This document sets out national guidance for the implementation of CIL. Section 206 of the Planning Act 2008 (The Act) confers the power to charge the Community Infrastructure Levy on certain bodies known as charging authorities. The charging authority's responsibilities, if they decide to levy the Community Infrastructure Levy, will be to: • prepare and publish a document known as the "charging schedule" which will set out the rates of Community Infrastructure Levy which will apply in the authority's area. This will involve consultation and independent examination • apply the levy revenue it receives to funding the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area, and; • report to the local community on the amount of levy revenue collected, spent and retained each year.	The Government expects that charging authorities will implement the levy where their 'appropriate evidence' includes an up-to-date relevant Plan for the area in which they propose to charge.
Biodiversity, fauna, flora, water, climatic factors	UK Marine Policy Statement, HM Government, March 2011	This Marine Policy Statement (MPS) is the framework for preparing Marine Plans and taking decisions affecting the marine environment. It will contribute to the achievement of sustainable development in the United Kingdom marine area. It has been prepared and adopted for the purposes of section 44 of the Marine and Coastal Access Act 2009. The process of marine planning will: • Achieve integration between different objectives;	The MPS will facilitate and support the formulation of Marine Plans, ensuring that marine resources are used in a sustainable way in line with the high level marine objectives and thereby: • Promote sustainable economic development; • Enable the UK's move towards a low-carbon economy, in order to mitigate the causes of climate change and ocean acidification and adapt to their effects; • Ensure a sustainable marine environment which promotes healthy, functioning marine ecosystems

		• Recognise that the demand for use of our seas and the resulting pressures on them will continue to increase; • Manage competing demands on the marine area, taking an ecosystem-based approach; • Enable the co-existence of compatible activities wherever possible; and • Integrate with terrestrial planning.	and protects marine habitats, species and our heritage assets; and • Contribute to the societal benefits of the marine area, including the sustainable use of marine resources to address local social and economic issues. A Marine Plan is not currently being prepared for the Borough's coast, however it will be important to be aware if work does begin during plan preparation.
Population Human health Landscape Air Climatic factors	The Rights of Way Circular 1/09, Department for Environment, Food & Rural Affairs, October 2009	The Circular was published by DEFRA and gives advice to local authorities on recording, managing and maintaining, protecting and changing public rights of way. It recognises that rights of way enable people to get away from roads used mainly by motor vehicles and enjoy the beauty and tranquillity of large parts of the countryside to which they would not otherwise have access and help reduce congestion.	The government has the aim of better provision for cyclists, equestrians, walkers and people with mobility problems.
Population Human health	Encouraging Sustainable Travel, Highways Agency	This plan represents the Highways Agencies policies on sustainable transport. It confirms that horses are accepted as being a sustainable method of transport. It states that horse riding is an important part of daily recreational life, especially in rural areas. However, the standard of facilities to accommodate equestrians, either crossing or riding along the trunk road, is of variable standard. Heavy traffic and excessive speed can give rise to grave danger and discouragement for horses and their riders.	Objective: To provide improved facilities for horse riders, particularly in terms of crossing the trunk road network. Actions will include: Establishing, in collaboration with other parties, the particular requirements of horse riders at both ground-level crossings and flyovers. Developing advice for all Highways Agency staff on horse riders' facilities. Establishing a strategy for verges that link up bridleways that terminate at the trunk road. Considering how provision for horse riding 'along' the trunk road can be made outside the highway boundary.

Soil	Planning Policy Statement 10: Planning for Sustainable Waste Management, DCLG, March 2011	This document sets out the governments planning policy for waste management. It states that positive planning has an important role in delivering sustainable waste management through the development of appropriate strategies for growth, regeneration and the prudent use of resources; and, by providing sufficient opportunities for new waste management facilities of the right type, in the right place and at the right time.	The overall objective of Government policy on waste, as set out in the strategy for sustainable development, is to protect human health and the environment by producing less waste and by using it as a resource wherever possible. All planning authorities should, to the extent appropriate to their responsibilities, prepare and deliver planning strategies that: – help deliver sustainable development through driving waste management up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option, but one which must be adequately catered for; – provide a framework in which communities take more responsibility for their own waste, and enable sufficient and timely provision of waste management facilities to meet the needs of their communities; – help implement the national waste strategy, and supporting targets, are consistent with obligations required under European legislation and support and complement other guidance and legal controls such as those set out in the Waste Management Licensing Regulations 1994; – help secure the recovery or disposal of waste without endangering human health and without harming the environment, and enable waste to be disposed of in one of the nearest appropriate installations; – reflect the concerns and interests of communities, the needs of waste collection authorities, waste disposal authorities and business, and encourage competitiveness; – protect green belts but recognise the particular locational needs of some types of waste

			management facilities when defining detailed green belt boundaries and, in determining planning applications, that these locational needs, together with the wider environmental and economic benefits of sustainable waste management, are material considerations that should be given significant weight in determining whether proposals should be given planning permission; – ensure the design and layout of new development supports sustainable waste management.
Biodiversity Flora Fauna	Biodiversity 2020: a strategy fpr England's wildlife and ecosystems services, Defra, August 2011	Biodiversity 2020 sets out how the quality of England's natural environment will be improved up to the year 2020, and develops policies introduced in the Natural Environment White Paper (published in June 2011). It also represents the government's response to international commitments agreed at the 2011 UN Convention on Biological Diversity. The strategy provides a detailed road map to halt the loss of biodiversity by 2020 and to strengthen and enhance ecosystem services. The importance of ecosystem services was highlighted in the UK National Ecosystem Assessment also published in June 2011.	The mission for the strategy is: "to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people". To do this, the strategy has focused on four main themes: o Theme 1 - A more integrated large-scale approach to conservation on land and at sea. o Theme 2 - Putting people at the heart of biodiversity policy. o Theme 3 - Reducing environmental pressures. o Theme 4 - Improving our knowledge.
Material assets	A12/ A120 Route based strategy, Highway Agency, March 2013	This strategy shows that the A12/A120 has national, regional and local significance. It supports the national and regional economy through providing the link between London and the South East to the ports at Harwich and Felixstowe, and then into Europe. Locally it is used as a commuter route, serving the growing	In order to reduce the number of incidents and improve journey reliability, the strategy has identified the following key areas in the short term to improve: - improved management of the route - improved technology along the route - Improvements to lay-by and road user facilities

| | | towns of Chelmsford, Colchester and Ipswich.

The strategy shows that the A12/A120 is an ageing route which has several key maintenance issues. It will also be functioning above capacity by 2021 and will clearly struggle to keep up with demand if the large amount of growth proposed for the towns and cities is built. There is a significant level of growth planned along the route both in terms of jobs and houses. The key areas are around Chelmsford and Colchester.

The strategy, whilst not identifying specific schemes, has identified key areas that need to be reviewed and investigated both in the short and long term. This includes assessing the capacity of those junctions that will be affected by the planned growth. | - Collision reduction and incident management maintenance
- junction improvements
- Development of an investment strategy for the route.

Longer term priorities:
- Develop and deliver a junction optimisation strategy
- Direct accesses to the route
- modal shifts
- improvements to local roads
- Investigate a major upgrade to the A120 between Braintree and Marks Tey. |
| Material assets | East of England Route Strategy Evidence Report, Highways Agency, April 2014 | The Evidence Report concludes that the East of England route described in the document is shown to be a focal point for future growth around a number of dispersed, large and medium-sized urban centres, plus other key centres including Braintree and Colchester. The report is thus of considerable importance to the balanced manner in which the Local Plan Review will need to be prepared if it is to produce an appropriate balance of homes, jobs and infrastructure. Particular note is made of the lack of capacity on the A12 between Chelmsford and Colchester and on the A120 between Braintree and Marks Tey. | |

Regional

SEA Theme	Document title, author & date	Summary	Relevant aims, objectives, targets, priorities for the Local Plan & SA

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| Water | Anglian Water Business Plan 2015 – 2020, December 2012 | This document sets out Anglian Water's business plan for the next five years. The plan explains that customers expect a safe, clean water supply and a reliable wastewater service; fair and affordable bills; reduced leakage; and security of future water supplies to meet the challenge of population growth and changing, more extreme weather patterns. Over the plan period Anglian Water will spend a total of£4,647m to look after customers' water supply, protect the environment and prepare the region for future challenges such as population growth and climate change. This is achieved while holding increases in the average household bills to 1.8% p.a. below inflation. | Halve the embodied carbon in new assets we build by 2015, from a2010 baseline. |
| Water | Draft Water Resources Management Plan 2015- 2040, Anglian Water, 2014 | This plan shows how Anglian Water are going to maintain the balance between supply and demand over the next 25 years, as well as deal with the longer term challenge of population increase, climate change and growing environmental needs. Over the next 25 years, Anglian Water's supply-demand balance is at risk from growth, climate change and the reductions in deployable output that they will make to restore abstraction to sustainable levels. In the worst case, the impact could approach 567 Ml/d, equivalent to approximately 50% of the water we put into supply in 2012/13. We also have to manage risks from drought, deteriorating raw water quality and the impact of cold, dry weather on our distribution system and customer supply pipes.

The plan forecasts that under dry year annual average conditions and without investment to maintain the supply-demand balance, Colchester will be in deficit by 2039-40. Six feasible option to | Overall, Anglian Water's objective is to develop a flexible and adaptive water resource management system in our region, in which the needs of customers and the environment are balanced in a sustainable and affordable way. |

| | | maintain Colchester's supply-demand balance have been developed as follows:
SE1 is to treat effluent from Colchester Water Recycling Centre to an extremely high (near potable) standard and discharge to the River Colne to supplement river flows and permit increased abstraction. A new pipeline and pumping station would be required to convey the water to the water treatment works, which would require additional treatment capacity.
SE2 transfer of 12Ml/d of water from Ipswich in the East Suffolk RZ to Colchester via a new 22km long pipeline.
SE4 Amendment to Ardleigh agreement, which is shared with Affinity Water.
SE6 utilise an existing licenced borehole in the Colchester area. New treatment facilities would be required.
SE7 An extension to an existing reservoir utilising disused mineral abstraction pits to provide additional storage. Additional treatment capacity and transfer pipelines would also be required.
SE8 East Suffolk WRZ transfer (2Ml/d) - This option is similar to option SE2 but requires a smaller pipeline. | |
| Water | Haven Gateway Water Cycle Study: Stage 1 Report, Royal Haskoning on behalf of the Haven Gateway Partnership, 2008 | The study was commissioned in order to ensure that water supply, water quality, sewerage and flood risk management issues can be properly addressed to enable the substantial growth proposed in the East of England Plan (EEP) to 2021 to be accommodated in a sustainable way. It covers wastewater collection and treatment; water resources and supply; water quality and environmental issues; flood risk management; and demand management. | Objectives:
- Ensure that adequate water supply and waste water infrastructure is in place to support housing and employment growth planned for HGSR to 2021 in the emerging East of England Plan and the HG Programme of Development Framework for Growth.
- Any additional infrastructure is provided in accordance with a strategic rather than a piecemeal approach. |

			- There is a strategic approach to the management and use of water. - The environment has sufficient capacity to receive increased waste water discharges. - The potential for grey water reuse and implementation of Sustainable Drainage Systems (SuDS) is fully realised.
Water	Anglian River Basin Management Plan, Environment Agency, 2009	The Anglian River Basin Management Plan is about the pressures facing the water environment in this river basin district, and the actions that will address them. It has been prepared in consultation with a wide range of organisations and individuals and is the first of a series of six-year planning cycles.	- By 2015, 16 per cent of surface waters (rivers, lakes, estuaries and coastal waters) in this river basin district are going to improve for at least one biological, chemical or physical element. - By 2015 19 per cent of surface waters will be at good ecological status/potential and 45 per cent of groundwater bodies will be at good status. - At least 30 per cent of assessed surface waters will be at good or better biological status by 2015.
Material assets	Haven Gateway Programme of Development: A Framework for Growth 2008 - 2017, Haven Gateway Partnership, 2007	This joined up framework is a project management tool to guide the local delivery of an increased supply of housing and economic development, is a means of articulating key infrastructure needs to support this growth and forms a basis for bidding for growth funding from government.	Objectives: - To promote the development of the Haven Gateway as a New Growth Point. - To demonstrate how port expansion and other employment growth can be integrated with housing growth within the unique estuarine setting of the Gateway. - To facilitate the delivery of housing and employment growth and infrastructure investment proposed in the EEP and the Regional Economic Strategy. - To establish a basis for support from central government and other agencies and a mechanism for prioritising bids for investment within the Haven Gateway New Growth Point.
Material assets	Haven Gateway Integrated Development Programme, Haven Gateway Partnership, December 2008	This document provides a single delivery plan for capital-led investment which will allow for appropriately phased development in the period to 2021 and, indicatively, beyond.	Vision for the Haven Gateway: A high quality environment for its residents, workers and visitors by capitalising on its location as a key gateway, realising its potential for

			significant sustainable growth, addressing its needs for economic regeneration, creating an additional focus for growth of hi-tech, knowledge-based employment and protecting and enhancing its high quality, attractive and natural assets.
Material assets	South East LEP Growth Deal and Strategic Economic Plan, March 2014	This plan outlines the LEPs ambition to spearhead with Government a massive £10 billion investment programme into East Sussex, Essex, Kent, Medway, Southend and Thurrock over the next 6 years to generate 200,000 private sector jobs and finance 100,000 new homes. The proposal is about the renewal of the physical and intellectual capital of our area. Alongside the upgrade of our roads, railways, harbours and homes, we put forward plans to raise educational and skills attainment to develop a workforce poised to grasp the new business and high-level job opportunities presented by our growth sectors and industries.	By 2021, the aim is to: • Generate 200,000 private sector jobs, an average of 20,000 a year or an increase of 11.4% since 2011; • Complete 100,000 new homes, increasing the annual rate of completions by over 50% compared to recent years; and, • Lever investment totalling £10 billion, to accelerate growth, jobs and homebuilding.
Material assets	A120 Wider Economic Impacts Study, prepared for EEDA by Atkins, 2008	The study concluded that "The time savings and reduced vehicle operating costs will result in substantial economic benefits for all road users – people in the course of commuting and leisure trips, business users travelling by car and freight. The business case, prepared for the Highways Agency, forecast that these benefits would total some £725 million. These benefits would be particularly concentrated in centres of economic activity in the region, including Colchester". It also found that the increased levels of congestion and delay on the A120 are likely to result in increased diversion onto other local roads that are less suitable for this traffic, with resulting	Objectives of the study are to assess the wider economic benefits of the scheme and consider the scope for making the case that for re-classification of the A120 as a route of strategic national importance.

		environmental degradation and safety problems, as well as longer journey times. There is clear evidence that in future, the A120 will be a major bottleneck on the road network in the East of England.	

County

SEA Theme	Document title, author & date	Summary	Relevant aims, objectives, targets, priorities for the Local Plan & SA
Landscape Biodiversity Flora Fauna	Living Landscapes, Essex Wildlife Trust	The Wildlife Trusts recognise that to help species adapt to climate change the whole landscape needs to be addressed. Landscape needs to alleviate floods, control pollution and help cope with temperature extremes. This scheme identifies areas to protect for wildlife and seeks to enlarge/ improve them and link them up. The project will form part of the green infrastructure network. Nationally over 100 landscapes have been identified as part of the project.	- Secure water supplies. - Make land use truly sustainable. - Let the environment adapt to climate change. - Rebuild a wildlife rich countryside. - Connect people to nature. Three sites in Colchester Borough have been identified: - Roman River Valley, which is one of the best preserved river valley systems and supports a rich variety of wildlife. - Abberton Reservoir. - Tiptree Heath Complex.
Water	Combined Essex Catchment Abstraction Management Strategy, Environment Agency, 2013	Catchment Abstraction Management Strategies (CAMS) set out how the EA will manage the water resources of a catchment and contribute to implementing the Water Framework Directive (WFD). The objectives of the Directive include preventing deterioration of the status of water bodies and protecting, enhancing or restoring all water bodies with the aim of achieving good status.	The Water Framework Directive's main objectives are to protect and enhance the water environment and ensure the sustainable use of water resources for economic and social development. Catchment Abstraction Management Strategies (CAMS) set out how the EA will manage the water resources of a catchment and contribute to implementing the WFD.
Material assets Landscape Biodiversity,	Essex Design Guide, Essex Planning Officers Association, 2005	This is an update to the Essex Design Guide for Residential and Mixed Use Areas, originally published in 1973 and updated in 1997. The 1973 guide was produced as a response to concern	Objectives: - A site appraisal is required for all sites. - Any residential development larger than 500 dwellings must provide an element of mixed use

flora & fauna Cultural heritage		over the design quality of new developments and their failure to integrate into existing built form. The document is intended to help those involved in the built environment understand that development should have a sense of place, by legible, pedestrian friendly and sustainable, which will help to create successful living environments.	development. - Sustainability issues must be addressed. - The layout and structure of development must be legible and permeable. - In densities over 20 dph there is a need for continuity of built frontages. - Schemes must be designed with crime prevention in mind. - Access for the disabled must be provided in certain situations. - Car free development should be promoted.
Water	North Essex Catchment Flood Management Plan, Environment Agency, 2009	This CFMP gives an overview of the flood risk in the North Essex CFMP area and sets out the EAs preferred plan for sustainable flood risk management over the next 50 to 100 years. It identifies flood risk management policies to assist all key decision makers in the catchment. The report includes a section on Colchester. There are different sources of flood risk in the North Essex CFMP area. The main flood risk is from river flooding after heavy, short storms or widespread rainfall. The River Colne has defences through Colchester. Colchester is also protected against tidal surge and flooding by the Colne Barrier which was constructed in 1994. Currently there are 171 properties at risk from the 1% annual probability river flood. There is no agricultural land at risk of flooding, but some parts of the A133 are at risk of flooding in the 1% annual probability river flood. Flood risk management planning needs to be	The Water Framework Directive's main objectives are to protect and enhance the water environment and ensure the sustainable use of water resources for economic and social development.

		linked closely with regeneration and redevelopment, so that policies can be put in place to create green corridors, and to incorporate flood resilience measures into the location, layout and design of development.	
Water	Essex and South Suffolk Shoreline Management Plan (second phase), Environment Agency, 2011	A Shoreline Management Plan is a high-level policy document that aims to identify the most appropriate ways to manage flood and erosion risk to people and the developed, historic and natural environment over the next 100 years up to 2105.	Key aims: - set out the risks from flooding and erosion to people and the developed, historic and natural environment - identify a management policy for the shoreline that achieves the best possible and achievable balance of all the different interests around the shoreline, over the next 100 years, and - meet international and national nature conservation obligations.
Landscape	Dedham Vale AONB and Stour Valley Management Plan 2010 – 2015, Dedham Vale AONB & Stour Valley Project	This plan sets out guidelines to co-ordinate the management of the area to protect and enhance its natural beauty. This management plan runs from 2010 to 2015 and a plan is being prepared to cover the period 2016 – 2020. The plan includes a delivery plan of co-ordinated activity to maintain and enhance the qualities of the area. The production of this management plan meets the statutory duty placed on the local authorities under the Countryside and Rights of Way Act 2000 to produce such a plan for local authorities that have part of their administrative area designated as an AONB.	It is the aim of this plan that by 2025 the Dedham Vale AONB and Stour Valley is recognised as a distinctive working landscape, (one that maintains a viable agricultural production as its core function), and retains its special character. This character should be understood and appreciated by those that choose to live in, work and visit the area.
Material assets	Commissioning school places in Essex 2013/18, Essex County Council, April 2014	This plan sets out the requirement for places in maintained primary and secondary schools in Essex until 2018, and identifies the areas where providers will need to match supply with demand. It provides the context for the future organisation	Achieve a balance between the number of places available and the number of pupils for whom they are required.

		of school places in Essex and sets out the principles that need to be given serious consideration when commissioning school places. The document is reviewed and updated annually to ensure the projections of demand for school places are as accurate as possible.	
Material assets	Developers' Guide to Infrastructure Contributions 2010 Edition, Essex County Council, 2010	This document details the scope and range of the financial contributions towards infrastructure which Essex County Council may seek from developers, through section 106 agreements, in order to make development acceptable in planning terms. A formulaic approach has been used for County Services wherever possible. Contributions will be sought towards the following infrastructure: - early years & childcare - the schools service - community services - libraries - adult learning - youth services - archives - adult social care - highways and transportation - waste management - green infrastructure - public art.	The Developers' Guide is an integral component of ECC's overall vision for Essex called Essex Works, seeking the best quality of life in Britain.
Material assets	Education Contribution Guidelines Supplement, Essex County Council	The Education Contribution Guidelines Supplement is a companion document to the Essex County Council Developers' Guide to Infrastructure Contributions and contains additional information regarding education contributions.	Based on April 2009 costs the 'worst case scenario' is £8,823 per house and £4,411 per flat. For early years & childcare contributions towards commercial developments the figure is £548 per employee.

		Monies and/or land may be sought toward providing facilities for childcare, early years, primary school, secondary school and post-sixteen provision. Works in lieu of contributions may be acceptable in some circumstances, subject to EU Procurement regulations. Developments may also be required to contribute towards school transport or the provision of safe routes to schools. Housing developments including a net increase of ten or more dwellings may be expected to contribute. Commercial developments likely to employ twenty-five or more people may also be expected to contribute towards early years and childcare provision.	
All	Vision for Essex 2013 – 2017: Where innovation brings prosperity, Essex County Council	This document sets out a new vision for Essex, articulating ECCs commitment to the county, the principles that will guide ECCs work and the priorities in which ECCs work will be rooted.	Vision: We want Essex to be a county where innovation brings prosperity. The challenges ahead strengthens our resolve to: ☐ increase educational achievement and enhance skills; ☐ develop and maintain the infrastructure that enables our residents to travel and our businesses to grow; ☐ support employment and entrepreneurship across our economy; ☐ improve public health and wellbeing across Essex; ☐ safeguard vulnerable people of all ages; ☐ keep our communities safe and build community resilience; and ☐ respect Essex's environment.
All	Corporate Outcomes	ECCs Corporate Outcomes Framework translates	Essex County Council has set out a clear Vision

	Framework 2014 - 2018 Essex County Council, February 2014	the Cabinet's political ambitions – outlined in their Vision for Essex – into a set of outcomes and supporting indicators that can guide the work of commissioners across ECC. The 'whole Essex' outcomes set out what ECC want to achieve for Essex as a whole and how progress will be monitored. It will be for ECC's elected Members and commissioners to determine how best to secure this progress.	for Essex – we want to be a county where innovation brings prosperity. 7 outcomes: ☐ Children in Essex get the best start in life ☐ People in Essex enjoy good health and wellbeing ☐ People have aspirations and achieve their ambitions through education, training and lifelong-learning ☐ People in Essex live in safe communities and are protected from harm ☐ Sustainable economic growth for Essex communities and businesses ☐ People in Essex experience a high quality and sustainable environment ☐ People in Essex can live independently and exercise control over their lives
Soil	Essex and Southend Waste Local Plan, Essex County Council, 2001	The Essex and Southend Waste Local Plan sets out waste planning policies and proposals in accordance with the governments principles of sustainability. Six key waste management sites are identified and the plan outlines how planning applications for waste management facilities are considered.	Consistent with the aims of sustainable development to achieve a balance between: - minimising waste by recycling/composting and other means; - making adequate provision of necessary waste management facilities; and - safeguarding the environment of Essex, and the quality of life of its residents.
Soil	Essex and Southend-on-Sea Replacement Waste Local Plan, Essex County Council, adoption expected 2015	The Replacement Waste Local Plan provides the strategy and policies for waste planning in Essex and Southend until at least 2031, plus allocations of sites for development and a Policies (previously Proposals) Map. The Plan includes: ·The Waste Core Strategy, setting out the long-term direction for waste development and the plan to deliver this strategy ·Development Management Policies for waste	The Preferred Strategic Objectives are: SO1: To work with partner organisations to maximise waste prevention SO2: To increase quantity as well as the quality of waste that is re-used, recycled and recovered to meet our local targets SO3: To achieve net self sufficiency by 2031 & a substantial reduction in the disposal of London's waste

		planning particularly when considering applications. ·Strategic Site Allocations for waste-related development ·Non-Strategic Site Allocations for other preferred sites for waste processing plus any associated safeguarding ·The Policies (previously Proposals) Map Existing waste management facilities deemed to be strategic are proposed to be safeguarded, along with a small number of additional facilities to meet identified capacity needs. The Plan's Preferred Approach does not propose to take any site allocations for landfill forward within the Waste Local Plan at this stage. The evidence base signals there is a substantial shift away from the need for additional landfill capacity, with waste being diverted away from landfill to the network of existing and permitted waste management facilities. This is due to a mixture of reduced amounts of waste arisings, re-assessment of existing capacity within the Plan Area and the diversion of waste away from landfills to the network of existing and permitted waste management facilities. A further Preferred Approach consultation on the Replacement Waste Local Plan is scheduled to take place in Autumn 2014.	SO4: To safeguard and encourage the enhancement of existing strategic waste facilities SO5: To allocate suitable strategic sites to meet the capacity gap by additional transfer stations, Construction and Demolition recycling, composting, treatment facilities & landfill SO6: To reduce carbon emissions by energy recovery and utilisation, and by reducing transport distances SO7: To maximise opportunities for sustainable economic growth by using waste as a resource for local industry and as a source of energy SO8: To ensure new waste facilities are sustainably designed, constructed and well operated to reduce potential adverse effects.
Soil	Essex Minerals Local Plan, Essex County Council, July 2014	The aims of the Minerals Local Plan are to provide a sustainable planning framework allowing for the supply of basic raw materials at least cost to the Essex environment, provide policies and proposals for non-land won supply, and ensure extraction is matched by a high standard of	Aims: 1. To promote sustainable development. 2. To promote a reduction in greenhouse gas emissions including carbon, and to ensure that new development is adaptable to changes in climatic conditions.

		restoration/ site clearance. The plan period is 2012 – 2029.	3.To promote social inclusion, human health and well-being. 4. To promote the efficient use of minerals by using them in a sustainable manner and reducing the need for primary mineral extraction. 5. To protect and safeguard existing mineral reserves, existing permitted mineral sites and Preferred and Reserved Sites for mineral extraction, as well as existing and proposed sites for associated mineral development. 6. To provide for a steady and adequate supply of primary minerals to meet future requirements. 7. To protect and enhance the natural, historic and built environment in relation to mineral extraction and associated development. 8. To reduce the impact of minerals extraction and associated development on the transport system.
Biodiversity Flora Fauna	The Essex Biodiversity Action Plan 2010 – 2020, Essex Biodiversity Project, 2011	The Biodiversity Action Plan process has been in operation since the mid 1990s and has proven to be an effective way of working within Essex, developing practical projects on the ground with partners, and involving every sector and level of the community. From 2012 when Government launched its Biodiversity 2020 Strategy the original target based approach has been replaced with "Outcomes" to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people. Different Action Plan are included for different habitat groups.	Vision for Essex Hedgerows: . Hedges, hedgerow trees and buffers are managed for biodiversity and have been re-created or reestablished where beneficial and sustainable. . Hedgerows and associated linear habitats are encouraged and appropriately managed as biodiversity corridors between fields of crops and alongside roads, drains, rivers and other features. . Arable crops and margins are managed appropriately with techniques to reduce the use of pesticides and other chemicals. . Buffer zones and other measures are adopted to reduce erosion and pollution of the wider environment. Vision for Essex Arable Field Margins: .An actively farmed countryside that benefits

			biodiversity and the farming community. The uptake and implementation of Environmental Stewardship is widespread and successful. .Land use is sustainable and rich in wildlife with an increase in habitat diversity and species. . Linear habitats are encouraged and sympathetically managed as biodiversity corridors between fields of crops and alongside roads, drains, rivers and other features. . Arable fields and crops themselves are managed with techniques to reduce the use of pesticides and other chemicals. Vision for Essex Traditional Orchards: .Safeguarded, improved and extended habitats appreciated for their wealth of wildlife .The decline in orchards has been halted and sites are restored and recreated with appropriate traditional varieties and management techniques in place .Educational activities reconnect communities with their orchard heritage through creation of school and community orchards and other initiatives Vision for Essex Lowland Heathlands and Dry Acid Grasslands: . Existing heaths have been extended and are managed in a favourable way, with grazing animals where possible. . Extensive heathlands re-created in areas where this habitat had become fragmented or lost altogether. . Heathland sites are appreciated by the public as places for quiet recreation and to see wildlife. . Populations of key national and Essex species have increased and are spread more widely

| | | | throughout the county.

Vision for Essex Lowland Meadows:
. Safeguarded, improved and extended lowland meadows habitats appreciated for their wealth of wildlife.
. Lowland meadows and grasslands are encouraged and sympathetically managed for their biodiversity and as corridors between fields of crops and alongside roads, drains, rivers and other features.
. Existing grasslands extended and managed in a favourable way, with grazing animals and appropriate cutting regimes where possible.

Vision for Essex Lowland Heathlands and Dry Acid Grasslands:
. Existing heaths have been extended and are managed in a favourable way, with grazing animals where possible.
. Extensive heathlands re-created in areas where this habitat had become fragmented or lost altogether.
. Heathland sites are appreciated by the public as places for quiet recreation and to see wildlife.
. Populations of key national and Essex species have increased and are spread more widely throughout the county.

Vision for Essex Ponds:
. Village and farm ponds are managed for biodiversity and have been re-created or re-established where beneficial and sustainable.
. Buffer zones and other measures are adopted to reduce erosion and pollution from the wider environment. |
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			.New, clean water ponds are created to help replace those lost through man-made and natural processes. .Populations of key national and Essex pond-associated species have increased and are spread more widely throughout the county. Vision for Essex Floodplain and Coastal Grazing Marsh: . Safeguarded, improved and extended habitats appreciated for their wealth of wetland wildlife. . Water levels are managed to benefit wildlife at all seasons. . Populations of key national and Essex species have increased and are spread more widely throughout the county. Vision for Essex Lowland Raised Bogs: . Safeguarded, improved and extended raised bog habitats appreciated for their wealth of wetland wildlife. - Water levels are managed to benefit wildlife at all seasons. . Populations of key national and Essex species have increased and are spread more widely throughout the county. Vision for Essex Reedbeds: . Safeguarded, improved and extended habitats appreciated for their wealth of wetland wildlife. . Water levels are managed to benefit wildlife at all seasons and sites restored and used to hold water in the landscape and benefit wildlife. . Populations of key national and Essex species have increased and are spread more widely throughout the county.

			Vision for Essex Coastal Saltmarsh: - Coastal saltmarsh has been enhanced and extended, in response to sea level rise and other threats creating a sustainable network for wildlife. - Sustainable development on all parts of the coastline has created a coastal environment that benefits people and wildlife. - The importance of coastal and marine biodiversity for tourism and the local economy has been recognised.
Water	Colchester Town Surface Water Management Plan, Capita Symonds for Essex County Council and Colchester Borough Council, 2012 Draft report	This document forms the Surface Water Management Plan (SWMP) for Colchester. The report outlines the predicted risk and preferred surface water management strategy for Colchester. In this context surface water flooding describes flooding from sewers, drains, groundwater, and runoff from land, small watercourses and ditches that occurs as a result of heavy rainfall.	The objectives of the SWMP are to: ☐ Develop a thorough understanding of surface water flood risk in and around the study area, taking into account the implications of climate change, population and demographic change and increasing urbanisation in and around Colchester town; ☐ Identify, define and prioritise Critical Drainage Areas, including further definition of existing local flood risk zones and mapping new areas of potential flood risk; ☐ Make recommendations for holistic and integrated management of surface water management which improve emergency and land use planning, and support better flood risk and drainage infrastructure investments; ☐ Establish and consolidate partnerships between key stakeholders to facilitate a collaborative culture, promoting openness and sharing of data, skills, resource and learning, and encouraging improved coordination and collaborative working; ☐ Engage with stakeholders to raise awareness of surface water flooding, identify flood risks and assets, and agree mitigation measures and

			actions; and ☐ Deliver outputs to enable practical improvements or change where partners and stakeholders take ownership of their flood risk and commit to delivering and maintaining the recommended measures and actions.
Material assets	Essex Transport Strategy: the Local Transport Plan for Essex, Essex County Council, June 2011	The Local Transport Plan sets out the approach for transport in Essex. It sets out aspirations for improving travel in the county, demonstrating the importance of meeting these aspirations to achieving sustainable long-term economic growth in Essex and enriching the lives of our residents. This third Local Transport Plan is wider in scope than previous plans, providing a framework for the effective and efficient delivery of all transport services provided by or on behalf of Essex County Council. It will inform and guide work with other organisations and local communities across Essex, ensuring that transport services are delivered in ways which effectively respond to local needs and offer good value for money to local taxpayers.	Vision: Our Vision is for a transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex. Strategic transport priorities ☐ Identifying an agreed and deliverable solution to address congestion at the Thames Crossing and adjacent M25 junction 30/31; ☐ Lobbying Government for enhancements to the A12; ☐ Lobbying Government for enhancements to the A120 to access Harwich port and between the A12 and Braintree; ☐ Lobbying Government for additional capacity on the Great Eastern Main Line and West Anglia mainline to accommodate growing commuter demand, the provision of competitive journey times for Essex Thameside services, and an enhanced local role in the rail franchise process. Countywide priorities ☐ Reducing the number of people killed or seriously injured on Essex roads; ☐ Continuing to work with the Essex Casualty and Congestion Board; ☐ Working with partners to promote a safe and secure travelling environment; ☐ Maintaining the Essex highway network and

			other transport assets; ☐ Keeping the transport network safe and operational; ☐ Managing the impact of planned works on the highway network. Transport priorities for the Haven Gateway ☐ Providing the transport improvements needed to accommodate housing and employment growth in a sustainable way; ☐ Tackling congestion within Colchester (including the provision of Park & Ride facilities); ☐ Improving the availability, reliability and punctuality of local bus services; ☐ Improving the attractiveness of public spaces to support regeneration, particularly within the coastal towns; ☐ Improving and promoting cycle networks; and improving the availability of travel choices and awareness of them; ☐ Improving journeys for commuters travelling to London from Colchester and Braintree; particularly by improving access to railway stations and improving facilities for passengers; ☐ Improving transport access to Harwich to enable low carbon expansion of the port and wind port.
Material assets	Development Management Policies, Essex County Council, February 2011	For many years Essex has had Transport Development Control Policies to deal with development pressures, which have served the County well. These policies reflect the balance between the need for new housing and employment opportunities, the regeneration and growth agenda, and protecting the transport network for the safe movement of people and	Aims: • Protect and maintain a reliable and safe highway infrastructure. • Improve access to services in both rural and urban locations. • Offer where possible alternative travel options to the private car. • Support and enhance public transport provision.

		goods. This document contains 22 development management policies. The document has been adopted as Essex County Council Supplementary Guidance.	• Address the impact of commercial vehicles on the highway network and communities. • Support the aims and objectives of the County Council as the Highway Authority.

Material assets	Essex Economic Growth Strategy, Essex County Council, September 2012	ECCs Essex Economic Growth Strategy (the EGS) sets out an economic vision for the County and how can take this forward. Building upon the ambition in Essex Works, the County Council's Corporate Plan, the EGS is a step change in ECCs approach to growth. It shows what ECC propose to do, working with our partners: to unlock growth now, secure jobs and earnings tomorrow, and create the conditions for long term economic growth and strengthening communities The EGS sets out how the County Council will lead efforts to promote economic growth, building on our proximity to London and our excellent international transport links.	Vision:
			Essex is an economically vibrant and successful entrepreneurial county. Our economic vision is of a county where businesses and our residents can grow and fulfil their potential, making Essex the best place to live and work.
			
			Objectives:
			   Essex businesses are enabled and supported to be more productive, innovate and grow, creating jobs for the local economy;
			   Essex businesses are enabled to compete and trade internationally;
			   individuals are equipped and able to access better paid jobs through an education and skills offer that meets the needs of businesses;
			   the life chances of people in our most deprived areas are improved be ensuring that residents are able to access jobs and public services; and
			   securing the highways, infrastructure and environment to enable businesses to grow
			
			Principles:
			   Aim high: We will set high ambitions for all our work with businesses, colleges, and our residents.
			   Promote an economy driven by knowledge, skills and innovation: Our economic

			success will depend on businesses that harness knowledge and expertise to transform brilliant ideas into commercial opportunities. ☐ Think global, act local: International markets are our greatest opportunity as well as our greatest threat. Our businesses need to be at the cutting edge of technological change with world class skills to compete in the world economy ☐ Promote environmentally sound growth: Environmentally sound economic growth is creating new opportunities for Essex businesses. New markets include the development of renewable energy sources and energy conservation, and enabling more energy efficient car and public transport. ☐ Improve infrastructure: We will continue to promote transport, communications and utility infrastructure improvements that are essential to Essex businesses. ☐ Be a voice for Essex: make the case to government and other public agencies for the freedoms, powers and the investment and / or financial tools that we need to realise our economic potential. We will also celebrate Essex as a place to live, work and visit.
Material assets	The Greater Essex Integrated County Strategy, Essex County Council, December 2010	The Integrated County Strategy (ICS) provides a shared and agreed vision for Greater Essex, to identify the real priorities and outcomes needed to achieve increased economic growth. By producing the ICS, Greater Essex is taking a clear lead in responding to the current economic climate. When there is limited money available it is essential that investment is effectively	Our ambition for Greater Essex is to create a highly performing and competitive economy that makes a significant contribution to UK economic growth and recovery, provides for the successful regeneration of Essex communities, and provides a high quality of life for our residents. The key transformational changes required to

		prioritised. The ICS will ensure that any funding available to Essex is invested in projects and priorities which are most likely to generate long◻term economic growth.	deliver this vision are,
			◻ GE1 – Delivering sustainable growth by providing for a balanced pattern of development which promotes housing choice, provides affordable housing, and properly matches homes with jobs, infrastructure, and public services and creates prosperous places
		The aim of the ICS is to develop a collection of priorities that is agreed by all partners, and closely relates to the key strengths and weakness of Greater Essex which can direct investment to achieve the greatest benefits for the area. This document will outline how the ICS priorities were developed.	◻ GE2 – Providing for a transition to a low carbon economy which reduces carbon consumption, provides for low carbon development, updates energy infrastructure, supports business innovation, improves the supply of 'low carbon' related skills, and exploits new UK markets for low carbon products and services
			◻ GE3 – Strongly supporting those key economic sectors and drivers which are likely to provide for significant economic and employment growth over the long term, economic inward investment opportunities, and which in turn provide for increased local income and prosperity and act as levers to promote regeneration
			◻ GE4 – Significantly improving the quality of life of our residents by regenerating town centres and local communities; increasing the number, quality and choice of local jobs; improving the skills levels of the resident workforce; making best use of the opportunities provided by the London business and job market; and providing a high quality natural and built environment ◻
			◻ GE5 – Substantially improving connectivity by promoting more sustainable travel patterns, introducing urban transport packages to increase transport choice,

			providing better public transport infrastructure and rail/bus services, enhanced inter-urban transport corridors, providing improved digital infrastructure including broadband, and by improving mobile phone coverage
Population, biodiversity, landscape, climatic factors, air	Essex Public Rights of Way Improvement Plan, Essex County Council	The Rights of Way Improvement Plan (RoWIP) is the result of the Countryside and Rights of Way (CRoW) Act 2000, which placed a duty on Essex County Council (ECC) to set out a 10 year strategy for improving access to the countryside through rights of way. RoWIPs are intended to be the means by which local highway authorities will identify improvements and management changes to be made to their local rights of way network in order to meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems. It acknowledges that a good public rights of way network promotes health and social benefits to local communities and states there needs to be a particular focus "on the provision of bridleways". The PROWIP identified that one method of obtaining suitable funds was via the planning route and, in particular, the benefits of funding provided under the terms of s106 Agreements [and now also the CIL].	The County Council has defined two general aims: • Improving quality of life • Strengthening the economy of Essex. The Rights of Way Improvement Plan can make a significant contribution to improving quality of life, as it will promote walking and cycling, healthier lifestyles and reductions in the impact of transport on landscapes and biodiversity. Better maintained carriageways and pathways benefit all users which leads to improved quality of life for the people of Essex. Objectives: Environment 1 To re-use and recycle, where feasible, and promote sustainable measures Improved accessibility 2 To incorporate approved pathways into the public rights of way network 3 To better integrate rights of way with other access provision, initiatives and facilities

			4 To reduce fragmentation in the public rights of way network
			5 To improve accessibility on the public rights of way network Safety
			6 To assist in providing 'safer routes to schools'
			7 To promote safety
			Quality of life and good health
			8 To promote improved health and quality of life through the use of the public rights of way network
			Tourism and economy
			9 To stimulate tourism and the local economy
			Communities and partnership
			10 To increase community involvement in the management of the public rights of way network.
Soil	Joint Municipal Waste Management Strategy for Essex 2007 – 2032, Essex County Council, 2008	This Strategy sets out Essex's approach to dealing with municipal waste up to 2032. It sets out a waste hierarchy which follows reduce, re-use, recycle, recover and dispose.	The strategy sets out recycling targets which include recycling 60% of household waste by 2020 and reducing the amount of biodegradable waste sent to landfill to 131,386 tonnes by 2020 (386,319 tonnes were sent in the 2002 baseline year).
Water	Local Flood Risk Management Strategy, Capita Symons on behalf of Essex County Council, February 2013	This document outlines ECCs approach to managing flood risk from surface and groundwater flooding, as well as flooding from ordinary watercourses.	The Local Strategy defines nine objectives for management of Local Flood Risk: 1. To provide a clear explanation of all stakeholder's responsibilities in flooding issues 2. To develop a clearer understanding of the risks

		A specific report relating to Colchester Borough has also been prepared and this is also included in the review.	of flooding from surface runoff, groundwater and ordinary watercourses and to consider how best to communicate and share the information that becomes available 3. To define and explain the criteria by which areas at risk of flooding from surface runoff, groundwater and ordinary watercourses are assessed and resources are prioritised. 4. To state how risk management authorities will share information and resources 5. To set out clear and consistent plans for risk management so that communities and businesses can make informed decisions about the management of the residual risk 6. To ensure that planning decisions are properly informed by flooding issues and the impact future planning may have. 7. To encourage innovative management of flood and coastal erosion risks, taking account of the needs of communities and the natural and built environment 8. To ensure that emergency plans and responses to flood incidents are effective and that communities are able to respond properly to flood warnings 9. To highlight where information regarding other forms of flooding can be found
Population	Essex Gypsy and Traveller and Travelling Showpeople Accommodation Needs Assessment 2014: Update Report, Opinion Research Services on behalf of Essex Planning Officers Association, September 2014	Since the publication of the Final Report in July 2014 there have been a number of changes in circumstances in some of the local authorities who commissioned the study, including Colchester. It was therefore felt necessary to update the original findings in light of these changes. Within Colchester Borough there are currently 12	Over the period 2013 – 2033 there is a gross requirement for 18 pitches in Colchester Borough.

		local authority pitches, 15 private pitches and 1 tolerated pitch. There are currently no unauthorised pitches in Colchester.	

Local

SEA Theme	Document title, author & date	Summary	Relevant aims, objectives, targets, priorities for the Local Plan & SA
Climatic factors	Environmental Sustainability Strategy 2014 – 2018, Colchester Borough Council, 2014	The Environmental Sustainability Strategy sets out the ways in which CBC can consider the environmental impact from its services and how to reduce waste, encourage energy efficiency, provide sustainable transport options and encourage greener lifestyle choices. The priorities and action points within the strategy relate to Council services, staff, buildings and partners, as well as providing a clear direction for our residents and local organisations.	1. Support local communities a) promote behaviour change b) support community groups & organisations to develop projects c) support transition groups (& other local initiatives) d) provide advice & support on technologies & incentive schemes e) Improve access to Government initiatives to promote installation of energy efficiency measures (currently Green Deal and ECO) f) Take action to help reduce fuel poverty g) Adapt the built environment 2. Reducing CO2 emissions from Council buildings, operations and services a) Ensure that Council buildings and vehicles are as efficient as possible resulting in minimal environmental impact b) Delivering Council services in a more efficient and environmentally sustainable way 3. Minimising climate change risks a) water scarcity b) flooding c) overheating risks d) fuel poverty 4. Develop, create and promote opportunities for developing environmental understanding which will help retain rural skills and grow the local

			green economy
All	Colchester's Core Strategy, Colchester Borough Council, 2008	The Core Strategy sets out the Council's strategic planning policies. The CS establishes a long-term strategy to manage development, provide services, deliver infrastructure and create sustainable communities. It comprises the spatial vision and objectives, a spatial strategy, core policies and a section setting out how the strategy will be implemented and monitored. Its effectiveness will be monitored on an annual basis through the Annual Monitoring Report and it will be reviewed when necessary.	Objectives: - Focus new development at sustainable locations to support existing communities, local businesses, sustainable transport and promote urban regeneration to protect greenfield land. - Provide the necessary community facilities and infrastructure to support new and existing communities. - Provide excellent and accessible health, education, culture and leisure facilities to meet the needs of Colchester's growing community. - Promote active and healthy lifestyles and strive for excellence in education and culture. - Reduce the Borough's carbon footprint and respond to the effects of climate change. - Create a prestigious regional centre and a vibrant network of district and local centres that stimulate economic activity and provide residents' needs at accessible locations. - Provide for a balance of new homes and jobs to support economic prosperity of our growing community and reduce the need to travel outside the Borough for employment. - Provide decent and affordable housing at accessible locations to accommodate our growing community. - Provide a range of housing options to meet the diverse needs of the whole community. - Revitalise rundown areas and create inclusive and sustainable new communities. - Promote high quality design and sustain Colchester's historic character, found in its buildings, townscape and archaeology. - Improve streetscapes, open spaces and green

			links to provide attractive and accessible spaces for residents to live, work and play. - Focus development at accessible locations which support public transport, walking and cycling, and reduce the need to travel. - Develop Colchester as a Regional Transport Node, improving transport connections and gateways within the Borough and to the wider region. - Provide excellent public transportation, walking and cycling connections between centres, communities and their needs. - Improve the strategic road network and manage traffic and parking demand. - Protect and enhance Colchester's natural environment, countryside and coastline. - Support appropriate local employment and housing development in villages and rural communities. - Encourage renewable energy and the efficient use of scarce resources. - Reduce, reuse and recycle waste.
All	Development Policies, Colchester Borough Council, 2010	This document was produced in conjunction with the other documents in Colchester's Local Development Framework. The Development Policies DPD includes policies which add further detail to the Core Strategy policies.	This document provides further detail to the Core Strategy and so the Core Strategy objectives are relevant.
All	Colchester's Site Allocations, Colchester Borough Council, 2010	This document was produced in conjunction with the other documents in Colchester's Local Development Framework (LDF). The Site Allocations sets out the criteria for the boundaries and provides area specific allocations. Each site has been evaluated and the document then outlines the policy that has informed the Site Allocations and new policies that are proposed for	The objectives of the Site Allocations DPD are to: • Set out the criteria for the boundaries shown on the Proposals Map • Provide area specific allocations in line with the overall strategy set by the Core Strategy.

		each area.	
Cultural heritage	Creative Colchester: Developing the Vision, Tom Fleming Creative Consultancy on behalf of Colchester Borough Council, 2012	Creative Colchester recognises culture and creativity as a driver of job creation, economic growth and sustainable community development to raise the profile of the town overall. A vision document has been created, in which the main opportunities are set out for the development of the creative industries over the next five years.	In five years Colchester will: ◊ Continue to have a strong, resilient cultural infrastructure based on a set of core cultural and heritage institutions ◊ Be recognised locally and more widely as a town where culture is valued and appreciated for the range of benefits it brings to everyone ◊ Place culture at the heart of helping to tackle the core social and economic challenges faced by the borough ◊ Continually grow the market for culture through a strategic approach to engaging new and existing audiences through new technology and new types of engagement ◊ Have cultural activity happening in every community, with a special focus on those areas with the greatest needs ◊ Be a destination town, attracting visitors to its strong and connected leisure, shopping and cultural programme ◊ Be a great place to develop a creative career or business, with schools, further and higher education, cultural organisations and private businesses working together in the development of progression routes and programmes of support ◊ Have a vibrant, buzzy cultural quarter feeding off and into the success of firstsite.
All	Colchester Borough Council's Strategic Plan 2012- 2015, Colchester Borough Council, February 2012	Our Strategic Plan is the council's most important document because it sets out how we will play our part in making Colchester a place where people want to live, learn, work and visit.	Overarching vision for the borough: Colchester, the place to live, learn, work and visit It has the following broad aims: Colchester as a vibrant borough with a bright future wants to be known for:

			• Leading for the future • Creating opportunities for all its residents • Inspiring and innovating • Being cleaner and greener • Listening and responding. It has the following priorities: Leading our communities Regenerating our borough through buildings, employment, leisure and infrastructure Improving opportunities for local business to thrive including retail Giving local people the chance to improve their skills Promoting sustainability and reducing congestion Showing tolerance and changing behaviours to create better local communities Supporting tourism, heritage and the arts Bringing investment to the borough Working in partnerships to help tackle health and crime issues. Delivering high quality, accessible services: Delivering an efficient benefits service Reducing, reusing and recycling our waste Providing more affordable homes across the borough

			Improving our streets and local environment Tackling anti-social behaviour and using enforcement to support priorities Enabling local communities to help themselves Supporting more vulnerable groups Providing sport and leisure for all, alongside good quality green spaces and play areas Engaging with the voluntary sector.
Water	Haven Gateway Water Cycle Study: Stage 1 Report, Royal Haskoning on behalf of the Haven Gateway Partnership, 2008	The study was commissioned in order to ensure that water supply, water quality, sewerage and flood risk management issues can be properly addressed to enable the substantial growth proposed in the East of England Plan (EEP) to 2021 to be accommodated in a sustainable way. It covers wastewater collection and treatment; water resources and supply; water quality and environmental issues; flood risk management; and demand management.	Objectives: - Ensure that adequate water supply and waste water infrastructure is in place to support housing and employment growth planned for HGSR to 2021 in the emerging East of England Plan and the HG Programme of Development Framework for Growth. - Any additional infrastructure is provided in accordance with a strategic rather than a piecemeal approach. - There is a strategic approach to the management and use of water. - The environment has sufficient capacity to receive increased waste water discharges. - The potential for grey water reuse and implementation of Sustainable Drainage Systems (SuDS) is fully realised.
Water	Strategic Flood Risk Assessment (SFRA), Scott Wilson on behalf of Colchester Borough Council, 2007	The SFRA enables the Council to identify sites away from vulnerable flood risk areas. Sites surrounding the urban area have been appraised for their risk of different types of flooding. The SFRA considers the situation in 100 years time, with the effects of climate change, and models	The key objective of an SFRA is to avoid developing in areas at risk of flooding.

		what would happen in the event of breaches in key areas.	
Human health, Landscape	PPG17: Colchester Open Space, Sport and Recreation Study, PMP on behalf of Colchester Borough Council November 2007	This study is an audit and assessment of open space, sport and recreation facilities in the Borough. It was carried out in accordance with the requirements of PPG17 and its companion guide.	The prime objectives of the study are to: • provide a robust assessment of the demand for open space and recreation facilities throughout the Borough, addressing issues of quantity, quality and accessibility • provide an analysis of identified surpluses or deficiencies and other issues of provision across the Borough • provide clear recommendations for the setting of locally derived quantitative and qualitative standards for open space, sport and recreation facilities • provide evidence for the Borough's emerging Core Strategy • inform the preparation of planning policies • underpin the development of the Council's Parks and Green Space Strategy.
Human health	Safer Colchester Partnership Annual Partnership Plan 2013-14, Colchester Borough Council	Safer Colchester Partnership is a multi-agency group put together to tackle crime and disorder throughout the borough. Safer Essex is the County partnership which addresses issues of crime, disorder and drugs and alcohol as identified by Essex residents. Safer Essex also fulfils the function of a County Group with defined statutory membership deriving from key partner agencies.	Objectives: Support the work of the Women's Safety Worker within the Integrated Domestic Abuse Programme. Raise awareness and support victims of Domestic Abuse. Increase awareness of Domestic Abuse reporting mechanisms amongst those living in CBH homes. Reduce adult re-offending rates by working more effectively in partnership. Reduce crime & offending caused by alcohol misuse. Reduce all crime in Colchester. Local residents in the Borough have the opportunity to report concerns to their Neighbourhood Action Panels.

			Engage local residents & agencies in 3 Community Days of Action and Safer Colchester projects. Delivery of 'Night of Action' in the Town Centre. Engage with Young People on issues of community safety.
Cultural heritage, Landscape	Townscape Character Assessment, Chris Blandford Associates on behalf of Colchester Borough Council, June 2006	The Townscape Character Assessment provides a basis for promoting the integration of sensitively and appropriately designed new buildings and spaces into the existing urban fabric of the Borough's main settlements through the planning process. In this context, the key applications of the Study include: · As an evidence base for informing the preparation of the Council's new Local Development Framework · Providing a tool for informing development control decisions, the preparation of area masterplans and the design of new buildings and public realm spaces · Providing a framework for more detailed character studies, including Conservation Area Appraisals, and strategies concerned with the conservation and enhancement of the historic built environment and urban green spaces · Providing a basis for informing design guidance to promote higher quality architectural and urban design.	The key objectives of the Study are to: · Provide a factual description of the location of each settlement, its regional context and its population. · Analyse the historical development of each settlement and identify surviving landscape features. · Undertake a visual analysis of each settlement according to plan form and skyline. · Define broad generic Townscape Character Types and particular character areas, and identify any unusual features of the settlement. · Identify broad principles for integrating new development within different areas of townscape character and at the urban fringe. · Develop a framework to enable the yearly monitoring of the impact of new development on the townscape within each settlement.
Landscape	Landscape Character Assessment, Chris Blandford Associates on behalf of Colchester Borough Council, November 2005	This study identifies the Borough's different landscape character areas. 'Character' is defined as a distinct, recognisable and consistent pattern of elements that make each landscape or townscape different. Character is influenced by particular combinations of visual, ecological, historical, settlement, built components, and other	The key objectives of the study are to: · Provide a consistent 'database' of landscape character information across the Borough; · Provide a robust basis for underpinning justification for retaining existing/updated CCAs within the new development plan (see separate technical report);

		intangible aspects such as tranquillity and sense of place.	· Provide planning guidelines to inform decisions about the potential scale and location of urban expansion around the fringes of Colchester and other identified settlements; · Provide landscape management guidelines to inform land management actions by farmers, estate owners and other major land owners/managers; · Incorporate the issues and concerns of key stakeholder organisations.
Material assets	Affordable Housing SPD, Colchester Borough Council, August 2011	The planning policies adopted by Colchester Borough Council enable the Council to ask developers to provide affordable housing on site or make a financial contribution towards it. The purpose of this Supplementary Planning Document (SPD) is to give clear guidance on the Council's expectations for the provision of affordable housing and the process for delivering this.	35% affordable housing target, however this has been superseded by the Focussed Review affordable housing target of 20%.
Material assets, Human health	Provision of Community Facilities SPD, Colchester Borough Council, September 2009 & updated July 2013	This SPD expands upon the Council's existing and emerging planning policy on the provision of appropriate infrastructure requirements contained within the Local Plan. For the purposes of this SPD a community facility is defined as a building or space where community led activities for community benefit are the primary use and the facility is managed, occupied or used primarily by the voluntary and community sector. Community facilities can be located in a wide range of venues. These can include purpose-built structures such as community centres and village halls, as well as adapted venues, including: historic listed buildings, converted houses, flats, shops, scout	The purpose of this Supplementary Planning Document (SPD) is to: • highlight the importance of community facilities to the well-being of residents and as a mechanism for building community cohesion; • ensure adequate provision of community facilities to satisfy the needs of local communities and the borough as a whole; • inform developers and other interested parties about what the Council will expect regarding contributions to community facilities within the Borough of Colchester. The following contributions towards community facilities are sought: Studios & 1 bedroom dwelling £466.09

		huts and rooms or halls attached to faith buildings.	2 bedroom dwelling £932.18 3 bedroom dwelling £1398.27 4 bedroom dwelling £1864.36 5 bedroom dwelling £2330.45 6 bedroom dwelling £2796.54
Cultural heritage, Material assets	Better Town Centre Colchester, Colchester Borough Council, December 2012	The Strategy sets out the Council's aspirations and plans for Colchester's Town Centre. It provides a comprehensive approach to the reinvigoration of spaces, uses and activity Colchester's historic centre during the day, evening and at night that will ensure its continued vitality.	Objectives: Sustainability – Promoting sustainability in its widest sense, including prioritising reductions in the town centre's carbon footprint, enhancing the resiliency of Town Centre commercial and social businesses, and promoting social inclusion. Innovation – Ensuring that development in Colchester Town Centre promotes and secures innovation in new techniques for enabling sustainable growth, including encouraging the local business community to implement them. Activity – Supporting uses for a lively 21st century town centre; Diversity – Ensuring a healthy mix of retail, leisure/culture, business and residential uses. Retail: Retail is the key driver of the town centre economy, and maintaining an appropriate balance between different types of successful retail uses (including both national chains, independent retailers and market traders) and between other activities in the main Town Centre shopping areas will be critical to securing its future vitality. Leisure/Culture: Expansion of leisure and cultural offerings appropriate to different areas of the Town Centre (ie arts-related activities in St.

			Botolph's Quarter, entertainment/restaurants in the Shopping Core) outdoor spaces offering multi functional areas for informal recreation and relaxation, and use of social media to publicise and promote these attractions.
			Offices and Residential: Supporting the provision of office and living space based on the Town Centre's high quality environment, accessibility, and state-of-the-art digital connectivity.
			Creating welcoming spaces and events through the day and into the evening –Providing a wide range of facilities and spaces for events and activities that bring people into the town centre throughout the day and year. Developing the evening economy so that the town feels safe and inviting after dark.
			Heritage and Design – Enhancing the old, creating tomorrow's heritage;
			Identity and Unique Character – Reinforcing, interpreting and safeguarding the distinctive character and identity of Colchester and its rich heritage, including its Roman core street grid, unique views, changes in elevation, historic buildings, green spaces, and street scenes.
			Enriching the existing environment using a creative and dynamic approach to new spaces and buildings.
			Amenity – Providing a safe, attractive and accessible town centre that is well maintained.

			Quality – Providing a set of design principles for all new development within the town centre to promote a continuous and consistent high quality well-maintained environment.
			Movement – Creating a safe and accessible town centre;
			Shared spaces – Managing interaction between pedestrians; cycles; wheelchair/mobility scooters; and vehicles to prioritise pedestrian provision in the heart of the town centre while accommodating reduced vehicular access to support the vision for the Town Centre.
			Interchanges - Enhancing public transport and facilitating transitions between modes to improve access to and from the town centre
			Connectivity – Promoting vitality in the town centre by providing well-designed, lively, and accessible links between town centre buildings and activities.
Climatic factors	Sustainable Design & Construction SPD, Colchester Borough Council, June 2011	This Supplementary Planning Document (SPD) provides guidance and advice for those involved in development in Colchester to help them deliver sustainable design. It adds more detail to the Core Strategy and Development Policies Development Plan Documents (DPDs) policies relating to sustainable design. The SPD will help applicants by setting out what the Council expects from development and will help development management officers discuss the sustainability issues at an early stage and assess the sustainability of a proposal.	Code for Sustainable Homes expectations: Level 3 from 2010, level 4 from 2013 & level 6 from 2016. BREEAM expectations: Major development encouraged to achieve 'very good' from 2010, all development encouraged to achieve 'very good' from 2013 & all development encouraged to achieve 'excellent' from 2016.

Air, Human health, Climatic factors	Colchester Cycling Delivery Strategy, Colchester Borough Council, January 2012	In 2008 Colchester was designated as a Cycling Town. The project has enabled the Council, working in partnership with Essex County Council, to improve the town's cycle network, increase the number of cycle parking spaces and deliver a number of training and promotional campaigns. The Borough Council wishes to continue this good work and the Supplementary Planning Document (SPD) sets out how it intends to do so.	The purpose of this SPD is to: • support sustainable growth in line with the adopted Core Strategy • promote the importance of cycling facilities, training and promotional activities • ensure the provision of cycle facilities, training and promotion • inform developers what can be expected regarding contributions for cycling • protect and improve existing cycling facilities • attract investment from other sources.
Material assets	Colchester Housing Strategy, Colchester Borough Council, 2012/13	Every three years CBC produces a Housing Strategy. This shows how housing will help achieve our priorities. Our Housing Strategy sets out needs, resources, options, priorities and action plans for housing. It considers all types of housing in the borough - rented, owned, empty, in use, general needs and housing with support. It also looks at housing needs which are not yet met - for example homeless households and people living in shared homes who would prefer not to.	Vision for Housing in Colchester Borough: To make Colchester a place where people choose to live in a decent, safe home which meets their needs at a price they can afford and in locations and neighbourhoods that are sustainable and desirable. To balance the housing market so that supply of housing meets market demand and housing need. Priorities: - Clearly set out what kind of housing is needed in terms of size and quality of properties and associated facilities to ensure the housing delivered in the market is attractive and meets the needs of Borough residents, creating neighbourhoods and communities which are sustainable. - Develop a balanced housing market in the Borough of Colchester where supply meets demand at a price that is affordable to residents of the Borough - Develop new initiatives and housing products, which meet housing need and demand between affordable rented and outright home ownership, to

			enable a fully functioning housing ladder where demand meets supply at a price that is affordable to households on below average incomes - Implement Colchester's Local Development Framework to seek 35% of all new homes to be affordable on sites with 3 or more homes in rural areas and 10 or more in urban areas - Use private rented housing to meet need and offer more housing choice to households in the Borough - Make best use of the existing housing stock by returning as many long term empty properties to use in the private sector through a combination of advice, grants, enforcement and loans - Use regulation to improve standards and improve the desirability of private rented accommodation by setting up and managing a private rented accreditation scheme for local landlords - Reduce and prevent homelessness - Ensure investment including Housing Related Support directed investment meets the strategic priorities of CBC based on a robust understanding of our residents needs and is an effective use of resources.
Air	Air quality progress report, Chelmsford City Council on behalf of Colchester Borough Council, July 2013	Part IV of the Environment Act 1995 places a statutory duty on local authorities to review and assess the Air Quality within their area and take account of government guidance when undertaking such work. The fifth round of Review and Assessment began with the Updating and Screening Assessment (USA), which was completed in May 2012. This report assessed monitoring data for 2011 and confirmed that all monitoring locations with relevant exposure	The Air Quality Objectives applicable to Local Air Quality Management (LAQM) in England are set out in the Air Quality (England) Regulations 2000 (SI 928) and the Air Quality (England) (Amendment) Regulations 2002 (SI 3043).

		outside the Air Quality Management Areas were meeting the Air Quality Objectives except one location (St Johns Street). This Progress Report is the latest report in this round and covers the monitoring data for 2012. Colchester Borough Council monitored at one automatic monitoring site and 58 locations using diffusion tubes supplied by Gradko International using 20% TEA in water analysis method. The results from the monitoring data confirm that all monitoring locations with relevant exposure as meeting the Air Quality Objectives outside the Air Quality Management Areas. A review of other activities in the Council area has confirmed that there are no new pollution sources that may have detrimental effect on the Air Quality within the area. Hence this report confirms that there is no requirement to conduct a Detailed Assessment and the next Progress Report will be delivered in April 2014.	
Landscape	Developing a Landscape for the Future: A Strategy for Landscape Planning of Development Sites within Colchester Borough, Colchester Borough Council, September 2013	Colchester Borough Council has developed this Strategy to chart a course for planning Colchester's landscape over the lifecycle of the Local Plan Schedule, when it is anticipated that the East of England will grow faster than any other region in the country with Colchester as one of its, and the nations, fastest growing local authority areas. This Strategy deals essentially with the landscape planning carried out by the Council's Planning Services when addressing the practical expansion of the Borough. This landscape design planning ideally starts at the earliest stages of planning individual development sites selection and extends through to the detailed landscape design	Our Vision is for the Borough to be recognised as having the optimal policy framework and service delivery strategy for successful landscape development planning, design and delivery within the East of England and that this planning fully embraces the spirit of localism through the ideals of leadership of place and its advocacy of integrated community involvement. The following objectives have been identified as crucial to the implementation of our Vision: 1. To incorporate this strategic landscape planning approach both within and beyond the Council's targeted regeneration areas, including any future urban fringe land adopted as an offset against development, in order to help manage the

		stages and the securing of its implementation and future management.	expansion of Colchester in such a way as to achieve a high quality, well designed, sustainable, naturally bio-diverse and productive environment. 2. To ensure the landscape elements of new development seamlessly weave together identified social & economic considerations with existing and perceived environmental factors. We will ensure that through this process development respects existing or underlying historic landscape character; both within the site and its wider landscape context. 3. To encourage a clearer understanding of best landscape planning practice and design with stakeholder groups through discussion, promotion and education. The development process will thus promote both local aspirations and professional best practice in landscape planning and design. 4. To secure a high standard of landscape design, implementation and management within all development. Thereby facilitating a high quality and attractive landscape, the professional implementation and monitoring of landscape schemes and the influencing of good practice in landscape management within new development and where possible the wider landscape.
Climatic factors	Colchester Borough Council's Comprehensive Climate Risk Assessment, Colchester Borough Council, March 2010	This report outlines the results of Colchester Borough Council's comprehensive climate risk based assessment. The report begins by outlining the climate change predictions for Colchester; it then identifies risks and looks at existing and potential actions to reduce risks. The purpose of this risk based assessment is to firstly understand the risks, secondly to assess the risks and finally to identify and take actions to address these risks.	The short term climate change risks for Colchester are: • Milder, wetter winters (central estimate shows an increase in mean winter temperature of 1.3oC and 6% increase in winter precipitation); • Hotter, drier summers (central estimate shows an increase in mean summer temperature of 1.3oC and 7% decrease in summer

			precipitation);
			• More frequent extreme high temperatures (central estimate shows an increase in the mean temperature of the warmest day of 0.9oC);
			• More frequent downpours of rain (central estimate shows an increase of 5% precipitation on the wettest day);
			• Significant decrease in soil moisture content in summer;
			• Sea level rise and increases in storm surge height (central estimate for sea level rise in the East of England shows a 9.7cm increase under the medium emissions scenario and a 11.5cm increase under the high emissions scenario); and
			• Possible higher wind speeds.
Biodiversity, Flora, Fauna, Water	Habitat Regulations Assessment Survey and Monitoring Programme, Final Report, Colchester Borough Council, December 2013	In accordance with the Habitat Regulations 2004 (as amended) Colchester Borough Council, Tendring District Council and Braintree District Council (hereafter the local authorities) have all carried out Appropriate Assessments of their spatial plans. The key purpose of an Appropriate Assessment is to ascertain whether a plan or program will have an adverse affect on the integrity of a Natura 2000 site. The Appropriate Assessments of the local authorities' spatial plans all identified recreational disturbance, as a result of a growing population, as a potential impact on the integrity of Natura 2000 sites. In order for the local authorities to be able to conclude no adverse effects on Natura	The objectives of the study are to: 1. Establish baseline data on visitors to Natura 2000 sites in Colchester Borough and Tendring District. 2. Investigate visitor trends to Natura 2000 sites in Colchester Borough and Tendring District. 3. Identify whether there is a link between site condition and housing completions. 4. Identify management measures needed to mitigate and manage the impacts of increased visitor numbers. Key findings: • Across all sites visitor numbers have remained fairly constant.

		2000 sites an agreement was reached with Natural England to undertake a programme of survey and monitoring of visitors at the Natura 2000 sites within Colchester Borough and Tendring District. A 3 year baseline has been established, which sets out visitor trends across the Natura 2000 sites in Colchester and Tendring.	• The number of visitors at Abberton Reservoir has increased steadily between November 2010 and June 2103. This is likely to be because of the opening of the new visitor centre and expansion of the reservoir. • Weather affects the number of visitors. • Over 75% of visitors visit the sites surveyed throughout the year. • For most of the sites there is generally little difference between the number of visitors during winter and spring. • Generally there was little difference between visitor numbers during the week and at the weekend with the exception of Stour Estuary. • There were larger groups sizes at Cudmore Grove and Walton-on-the-Naze. • Some groups travel in excess of 30 miles to visit at Cudmore Grove and Walton-on-the-Naze. • The most common purpose of visiting was to walk and dog walk. • Close to home was the most popular reason for visiting a site. • The presence of a rare bird significantly increased visitors. • Old Hall Marshes and Kirby Quay are very quiet sites, predominantly visited by local people walking their dogs. • Almost a third of total visitors surveyed said that they do not visit

			alternative sites regularly. • In terms of alternative sites visited people generally visit sites close to home. • 10% of total visitors surveyed said that they do not have good access to open space close to home.
Material assets	Strategic Housing Market Assessment (SHMA), David Couttie Associates on behalf of the following LPAs: Braintree, Brentwood, Chelmsford, Colchester & Maldon, June 2014	The purpose of a SHMA is to provide each Council with robust and credible information and data that it can use as part of its evidence base to inform future policies and decision-making related to housing and planning. Such assessments should consider housing market areas, and therefore need to be prepared jointly between neighbouring authorities. Braintree, Brentwood, Chelmsford, Colchester and Maldon have worked collectively on this and have recently completed their respective SHMAs. The SHMA is part of the evidence which each Council will use when coming to a decision on its 'objectively assessed need' for housing. Objectively assessed need is a new term used in Government guidance which means using robust, verifiable, independent evidence to make an assessment of the need for market and affordable housing in an area. The SHMA is one part of the evidence base, but it in itself does not reach any final conclusions on the 'objectively assessed need' (OAN) for each Council. Further work will be required by each authority to enable them to arrive at their OAN.	Overall Housing Targets: ☐ The population projection analysis carried out by Edge Analytics suggests that the dwellings projection figure for Colchester is 1,244 per annum over the Plan period. ☐ The SHMA stock flow analysis suggests a range of 1,065 to 1,225 dwellings per annum over a 5 year and 20 year period. Market Housing Targets: ☐ The 2013 housing needs survey identified a shortfall of 721 market units per annum, based on market demand and supply data. Affordable Housing Targets: ☐ The 2013 Affordable Housing Assessment Model identified a shortfall of 344 units a year. The CIL Viability assessment suggests that the CIL impact may reduce the affordable target from 35% to 20%. Affordable Tenure Mix Targets: ☐ The overall affordable tenure target balance set at 80% for social rent (including affordable rents) and 20% intermediate housing supports the level of demand for intermediate housing. Property Size Targets:

☐ Consider social rented housing property size targets of 80% for small units (45% 1 bedroom and 35% two bedrooms) to meet the needs of single, couple and small family households.
☐ 20% of social rented units should be three and four bedroom houses to address the needs of larger families.
☐ Intermediate market housing should be 60% one bedroom and 40% three bedroom units.
☐ Developers are expected to bring forward proposals which reflect demand in order to sustain mixed communities. It would be reasonable to consider providing policy guidance for future delivery in the market sector of 60% one and two bedroom properties to meet the needs of single, couple and small family households.
☐ 40% of market units should be three and four bedroom houses to address the needs of larger families and to provide a balanced market sector stock.

Housing Strategy:
☐ Meeting the affordable accommodation requirements of families and those with priority needs should be as important as the larger scale numerical need for smaller units for single and couple households.
☐ To address the under occupation of around 800 social housing units across the Borough, continue to develop housing strategies to make best use of the existing stock by providing positive incentives to improve the turnover of houses to address the needs of overcrowded and waiting list families.
☐ New social sector delivery should be closely linked to the needs of older tenants and in resolving the under occupation of family sized

			properties. Older Persons' Housing Needs: ☐ There is an inextricable link between ageing and frailty and the forecast rise in the retired population means that the housing and support needs of older and disabled households is important to consider at a strategic level. ☐ In line with the strategic priorities already established, resources should focus on the provision of home based support services and adaptations for older people living at home in both social rented, private rented and owner occupied housing. ☐ Although a high proportion of older people may have their own resources to meet their accommodation and care needs some may need financial support to enable them to access housing support services. ☐ As part of the ongoing development for Older People consider: The type of existing sheltered stock in meeting today's housing standards and preferences and the scale of need and demand for 852 units by 2018 and the large future ongoing requirement for 'extra care' accommodation to meet the significant growth in the number of people over 85.
Material assets	Retail and Town Centre Uses Study Colchester Borough Council: Retail Update 2013, Nathanial Litchfield Partners on behalf of Colchester Borough Council, March 2013	This update was undertaken in light of changes to national planning policy. The NPPF says that LPAs should undertake an assessment of the need to expand town centres to ensure sufficient supply of suitable sites. The quantitative assessment of the potential capacity for new retail floorspace suggests that	Recommended phasing of food store development in Colchester urban area is as follows: • up to 2016 – implementation of commitments plus one further large food store; • 2016 to 2021 – implementation of one further large food store; • 2021 to 2026 – implementation of one further

		there is scope for new retail development within the Colchester urban area and the rest of the Borough, over and above commitments. The capacity figures suggest there is limited need for food store development outside Colchester urban area.	large food store. The recommended phasing of comparison goods retail development in Colchester urban area is: • up to 2016 – implementation of commitments/town centre proposals and the reoccupation of vacant units; • 2016 to 2021 – implementation of up to 13,000 sq m gross of comparison retail floorspace; • 2021 to 2026 – implementation of up to a further 19,000 sq m gross comparison retail floorspace.
Landscape, fauna, flora, biodiversity, human health, soil	Colchester Borough Green Infrastructure Strategy, Land Use Consultants on behalf of Colchester Borough Council, October 2011	This GI strategy covers the period up to 2025. The strategy is Borough wide and draws on the rich environment of the Borough. It includes an Action Plan for delivering green infrastructure across Colchester Borough, which includes numerous projects. The GI strategy aims to identify high quality accessible green infrastructure within a landscape structure; identify ecological networks and links between habitats to improve quality of life, help address climate change and improve access to habitats and greenspace; and deliver community wellbeing.	The following projects have been identified: • Dedham gateway enhancement • A12 greening • Woodland enhancement zone • Urban Colne valley project • Colne estuary • Communal greening • Enhancing gateways into Colchester • North Colchester growth area • Woodland necklace within the Rowan river valley • Mersea Island green chain Considerable detail about each project is included in the GI strategy.
Cultural heritage	Colchester Borough Historic Environment Characterisation Project, Essex County Council, 2009	This project was developed to primarily serve as a tool for Colchester Borough to use in the creation of the Local Development Framework. The report reveals the sensitivity, diversity and value of the historic environment resource within the Borough. The report should facilitate the development of positive approaches to the integration of historic environment objectives into spatial planning for the Borough. It will be used in the production of the Local Plan.	Benefits of the project: - Provide the opportunity to safeguard and enhance the historic environment as an integrated part of development within Colchester Borough. - Provide Guidance to Planners at the early stages of development proposals. - Provide a means for local communities to engage with their historic environment.

		Extracts from the report are included in the baseline section to outline the historic environment of Colchester over different time periods.	

Neighbouring authorities

SEA Theme	Document title, author & date	Summary	Relevant aims, objectives, targets, priorities for the Local Plan & SA
Material assets	An Economic Strategy for Tendring, Regeneris Consulting Ltd on behalf of Tendring District Council, October 2013	This document sets out a 10 year Economic Strategy for Tendring. It was developed by Regeneris Consulting following detailed research and consultation during the summer of 2013. It captures the commitment of Tendring District Council and its partners to create the conditions to stimulate economic growth and to deliver changes in Tendring's economy that will benefit businesses, residents, the workforce and visitors over the next 10 years and beyond. This Strategy seeks to: ☐ Promoting diversification within the local business base, recognising the need to target new sector specialisms which can support a more buoyant and resilient economy. ☐ Recognising and promoting Tendring's role in regional and national economies and celebrating the district's contribution. ☐ Valuing places within Tendring and ensuring that they are able to evolve as modern and effective economic locations. ☐ Recognising the importance of Tendring residents to the area's economic future; ensuring that they have necessary skills and aspirations to participate in the areas economic evolution.	The focus of the document is long term systematic change, with the aim of ensuring that economic growth is sustained beyond the 10 year lifespan of this document. This means setting strong foundations and adopting new approaches to embed long-term change. ☐ Objective 1: Supporting Tendring's Growth Locations - outlines the vision for target locations over the next 10 years. Based on the evidence available and consultation with stakeholders, initial target locations are Harwich, Clacton and the West of Tendring. ☐ Objective 2: Targeting Growth Sectors - outlines the approach to supporting growth in target sectors in the district. The two key target growth sectors for Tendring are Offshore Energy and Care & Assisted Living. ☐ Objective 3: Ensure Residents Have the Skills and Information to participate - outlines the need to support residents so that they have the skills and aspiration to participate in the opportunities promoted within this strategy. This includes recommendations on education, skills provision and employment. ☐ Objective 4: Support Modernisation,

		☐ Recognising that it is Tendring's businesses who will deliver economic growth in the next decade and beyond. Collaboration with businesses is fundamental to the Strategy's success. ☐ Promoting improved partnership working, particularly between Tendring DC, regional partners and the business community. ☐ Recognising that difficult decisions will have to be made and risks taken to secure future economic success.	Diversification and Growth within the Business Base – outlines the approach to creating a more dynamic, diverse and future facing business base in Tendring. Improvements in business liaison, innovation and inward investment are the focus of this objective. ☐ Objective 5: Facilitate population growth where this supports economic objectives – recognises the link between population and economic growth in Tendring and outlines how some housing development could stimulate economic growth in the future.
Material assets, population	Strategic Housing Market Assessment update, Planning & Development on behalf of Tendring District Council, May 2013	This study provides an update of the original SHMA undertaken in 2008 and the subsequent 2009 report.	To obtain an accurate and realistic figure for the objectively assessed need in Tendring the consultants have derived a population and household projections using components of the pre-existing nationally published projections to best reflect the situation in Tendring. This approach has produced an objectively assessed need 685 homes per year in Tendring (between 2013 and 2029).
All	Babergh Adopted Core Strategy and Adopted Policies (2011 – 2031) Local Plan Document (2014)	The Core Strategy & Policies (Part 1 of the new Local Plan) provides a high-level, strategic plan for Babergh for 20 years from 2011-2031. The local policies are intended to be broad and general, overarching policies outlining the strategy for growth and steering growth to sustainable locations.	Vision: Babergh will continue to be an attractive, high quality place in which to live and work, and to visit. The local character and distinctiveness of South Suffolk will be further enhanced by a strong economy and healthier environment providing the framework for a well connected network of places that is made up of mixed and balanced communities.
All	Braintree District Core Strategy, September 2011	The Core Strategy is the principal document and sets out the overall spatial vision and objectives, spatial strategy, core policies and how the strategy will be implemented and monitored.	The vision for the Braintree District is that by 2026 a more sustainable future will have been secured for all the people and places in Braintree District. The three towns will be thriving with regenerated town

			centres and new growth delivered. The key service villages will have provided local housing, jobs and services, with regeneration taking place on identified sites. All development in the District will have been built to the highest design and energy efficiency standards, which will have enhanced historic towns and villages and minimised the impact on the local and global environment. The aims of the Core Strategy reflect those in the Sustainable Community Strategy. In order to deliver these, the strategy identifies twelve key objectives which reflect and underpin the vision and aims for Braintree District. These objectives form the basis for the policies set out in this Core Strategy.
Material assets	Braintree District Strategic Housing Market Assessment, David Couttie Associates on behalf of the following LPAs: Braintree, Brentwood, Chelmsford, Colchester & Maldon, June 2014	See description in Colchester section	Braintree's SHMA includes a target of 761 dwellings per annum.
Material assets	Maldon District Strategic Housing Market Assessment, David Couttie Associates on behalf of the following LPAs: Braintree, Brentwood, Chelmsford, Colchester & Maldon, June 2014	See description in Colchester section	Maldon's SHMA includes a target of 335 dwellings per annum.
Material assets	Braintree District Economic Development Prospectus 2013/2026, Braintree District Council, 2013	This Prospectus sets out how Braintree District Council intend to create the conditions for economic growth and deliver a prosperous Braintree District from 2013 to 2026.

The A120 is referred to as a barrier to growth and the Prospectus states that this road needs to be dualled. Securing improvements to, and dualling of, the A120 between Braintree and the A12, as | Braintree's Core Strategy includes a target of 14,000 new jobs by 2026. |

		part of the development of the wider A120 economic corridor, to improve safety reliability and encourage inward investment is one of the priorities.	

Appendix 2. Baseline Data

Colchester's Baseline Data

Indicator	Colchester	Essex	East of England	England	Source
Population					
Population of area	177,626	1,396,600	5,862,400	53,107,200	2013 Mid Year Population Estimates, ONS 2014. A net increase of 1,618 since the 2012 Mid-Year population estimates
Population projection in 2021	200,000	1,542,000	6,458,000	57,688,00	Regional & Country Profiles: Population and Migration, ONS 2013
% of males	49.3%	48.8%	49.2%	49.2%	2011 Census, ONS 2012
% of females	50.7%	51.2%	50.8%	50.8%	2011 Census, ONS 2012
Total number of births	2,353	16,860			Commissioning school places in Essex 2013/18, 2012 figures
Life expectancy males	79.6 years	79.7 years	79.6 years	78.6 years	Life expectancy at birth by health and local authority, ONS, 2011
Life expectancy females	83.5 years	83.3 years	83.2 years	85.6 years	Life expectancy at birth by health and local authority, ONS, 2011
Population density (people per sq km)	528	403	307	408	Regional & Country Profiles: Population and Migration, ONS 2013
% of population over the age of 65	15.9%	18.5%	17.6%	16.4%	Regional & Country Profiles: Population and Migration, ONS 2013
% of population over the age of 65 in 2021	18.3%	21.4%	20.3%	18.7%	Regional & Country Profiles: Population and Migration, ONS 2013
Total people > 65 years old	29,000				2012-based Subnational Population Projections, ONS 2014
Projected number of people > 65	46,000				2012-based Subnational Population Projections, ONS 2014

years old in 2032					
% of population in an ethnic minority group (excluding 'other white')	12.5%	9.2%	14.7%	20.2%	2011 Census, ONS 2012
Inflow migration	8,900				Internal migration by local authority, mid-2011, ONS 2012
Outflow migration	8,400				Internal migration by local authority, mid-2011, ONS 2012
Housing					
Number of households	71,634	581,600	2,423,000	22,063,000	Census 2011, ONS 2012
Number of 1 bed households	7,669				Census 2011, ONS 2012
Number of 2 bed households	19,833				Census 2011, ONS 2012
Number of 3 bed households	28,190				Census 2011, ONS 2012
Number of 4 bed households	12,300				Census 2011, ONS 2012
Number of 5 bed + households	3,460				Census 2011, ONS 2012
% privately owned houses*	66.3%	71.4%	67.6%	63.4%	* Does not include shared equity households. Census 2011, ONS 2012
% rented accommodation*	32.2%	26.9%	30.4%	34.5%	* Does not include shared equity households or households living rent-free. Census 2011, ONS 2012
Average household size	2.3	2.4	2.4	2.4	Census 2011, ONS 2012
Average number of rooms	5.5	5.6	5.6	5.4	Census 2011, ONS 2012
% of households with an occupancy	3.1%	3.1%	3.6%	4.8%	Census 2011, ONS 2012

rating of -1 or less					
Housing completions per annum (net)	617				Annual Monitoring Report 2013, Colchester Borough Council 2012/13
Housing completions over previous 5 years, 2008/9 – 2012/13	3870	20291			Local Plan progress in Essex and identified housing requirements as at February 2014, Essex County Council
Average annual rate over past 5 years, 2008/9 – 2012/13	774	4058			Local Plan progress in Essex and identified housing requirements as at February 2014, Essex County Council
% of residential completions of previously developed land	93%				Annual Monitoring Report 2013, Colchester Borough Council 2012/13
Affordable housing completions	366				Annual Monitoring Report 2012, Colchester Borough Council 2012
Average house prices	£202,717*	£194,901	£183,285	£170,000§	House Prices Index, Land Registry February 2014 * Data from Colchester is from April 2013 and so a direct comparison cannot be made § Average for England & Wales
% of households with one or more car or van	79.4%	82.0%	81.5%	74.2%	Census 2011, ONS 2012
Average distance travelled to work, km	14.6				Census 2011, ONS 2012
% that travel <5km to work	40				Census 2011, ONS 2012

Average gross household income (£)	£27,592	£30,193	£27,980	£27,302	Annual Survey of Hours and Earnings (2012 provisional results), ONS 2012
Economy (percentages relate to people aged 16-64 years old)					
% economically active	77.4%		79.9%	76.6%§	Nomis Official Labour Market Statistics, Annual Population Survey, Oct 2011 to Sept 2012, ONS 2013 § Average for England & Wales
% in employment	70.5%		74.3%	70.5%§	Nomis Official Labour Market Statistics, Annual Population Survey, Oct 2011 to Sept 2012, ONS 2013
% classed as employees	60.3%		63.3%	60.5%§	Nomis Official Labour Market Statistics, Annual Population Survey, Oct 2011 to Sept 2012, ONS 2013
% classed as self-employed	9.8%		10.5%	9.6%§	Nomis Official Labour Market Statistics, Annual Population Survey, Oct 2011 to Sept 2012, ONS 2013
% claiming Jobseekers Allowance	2.8%		3.1%	3.1%	Nomis Official Labour Market Statistics, Annual Population Survey, Oct 2011 to Sept 2012, ONS 2013
% economically active but unemployed	7.1%		6.9%	7.9%	Nomis Official Labour Market Statistics, Annual Population Survey, Oct 2011 to Sept 2012, ONS 2013
% economically inactive	22.6%		20.1%	23.3%	Nomis Official Labour Market Statistics, Annual Population Survey, Oct 2011 to Sept 2012, ONS 2013
% of economically inactive people classified as 'wanting a job'	25.2%		26.0%	24.4%	Nomis Official Labour Market Statistics, Annual Population Survey, Oct 2011 to Sept 2012, ONS 2013
% of economically inactive people classified as 'not wanting a job'	74.8%		74.0%	75.6%	Nomis Official Labour Market Statistics, Annual Population Survey, Oct 2011 to Sept 2012, ONS 2013
Gross average weekly income	£524.9		£531.0	£508.0	Nomis Official Labour Market Statistics, Annual Survey of Hours and Earnings, ONS 2012

Job Density (jobs per person)	0.72		0.75	0.77	Nomis Official Labour Market Statistics, ONS 2010
Number of VAT registered businesses	5,975				March 2012, Annual Monitoring Report 2013
Floorspace					
Retail (count)	1,380	10,840	48,560	527,860	Business floorspace statistics, Valuation Office Agency May 2012
Office (count)	1,120	7,260	33,060	340,890	Business floorspace statistics, Valuation Office Agency May 2012
Industrial (count)	1,160	12,280	48,600	424,910	Business floorspace statistics, Valuation Office Agency May 2012
Other bulk premises (count)	420	3,760	16,640	136,110	Business floorspace statistics, Valuation Office Agency May 2012
Retail sqm (000s)	435	2,571	11,661	111,198	Business floorspace statistics, Valuation Office Agency May 2012
Office sqm (000s)	208	1,452	7,805	89,250	Business floorspace statistics, Valuation Office Agency May 2012
Industrial sqm (000s)	644	6,682	33,299	304,853	Business floorspace statistics, Valuation Office Agency May 2012
Other bulk premises sqm (000s)	110	904	4,147	39,114	Business floorspace statistics, Valuation Office Agency May 2012
Human health					
Number of doctors' surgeries	33				nhs.uk, 2014
Number of dentists	27				nhs.uk, 2014
Number of opticians	18				nhs.uk, 2014
Number of pharmacies	32				nhs.uk, 2014
Number of hospitals	2				nhs.uk, 2014
Index of Multiple Deprivation Rank	205				1 = least deprived Indices of Multiple Deprivation, 2010

Schools					
Number of primary schools	64				Commissioning school places in Essex 2013/18
Number of secondary schools	11				Commissioning school places in Essex 2013/18
Total nursery & primary school pupils	13,720	108,731			Number of pupils in schools 2013, Commissioning school places in Essex 2013/18
Total secondary school pupils	10,238	85,940			Number of pupils in schools 2013, Commissioning school places in Essex 2013/18
Forecast primary school pupils with housing 2017/18	16,008	118,653			Forecast 2017/18 with housing, Commissioning school places in Essex 2013/18
Forecast secondary school pupils with housing 2017/18	11,037	88,354			Forecast 2017/18 with housing, Commissioning school places in Essex 2013/18
Crime					
Number of recorded offences	10,565				Recorded crime at local authority level, 2012/13, Home Office
Number of crimes per 1,000 residents per annum	60				Recorded crime at local authority level, 2012/13, Home Office
Number of dwelling burglaries per annum	631				Recorded crime at local authority level, 2012/13, Home Office
Cultural Heritage					
Number of listed buildings	2,560				Annual Monitoring Report 2012, Colchester Borough Council 2012
Number of listed	37	224			Heritage at Risk Register, December 2013, Essex County Council

buildings at risk, Essex Register					
Number of listed buildings at risk, English Heritage Register	7	62	5699		Heritage at Risk Register, English Heritage, 2013
Number of conservation areas	22				Annual Monitoring Report 2012, Colchester Borough Council 2012
Number of Scheduled Ancient Monuments	42				Annual Monitoring Report 2012, Colchester Borough Council 2012
Number of parks on the National Register of Special Historic Interest	4				Annual Monitoring Report 2012, Colchester Borough Council 2012
Biodiversity, fauna & flora					
Areas of ancient woodland	70 (568Ha)				Annual Monitoring Report 2012, Colchester Borough Council 2012
Landscape					
% of residential development on greenfield land	7%				Annual Monitoring Report 2013, Colchester Borough Council 2012/13
Total amount of open space in Colchester Borough, ha	1,198.10				Colchester Borough Council's Land Management Schedule, last updated October 2011
Public open space, ha	249.07				Colchester Borough Council's Land Management Schedule, last updated October 2011

Country parks & wildlife area, ha	847.42			Colchester Borough Council's Land Management Schedule, last updated October 2011
Sports & playing fields, ha	101.6			Colchester Borough Council's Land Management Schedule, last updated October 2011
Allotments, ha	24.45			Colchester Borough Council's Land Management Schedule, last updated October 2011
Length of footpaths, km	490.37			The Essex Public rights of Way Improvement Plan (the PROWIP), 2009
Length of bridleways, km	48.86			The Essex Public rights of Way Improvement Plan (the PROWIP), 2009
Climatic factors				
Annual average domestic consumption of gas	14,932kWh	15,434kWh	15,311kWh	Sub-national energy consumption statistics, Department of Energy and Climate Change 2009
Annual average domestic consumption of electricity	4,512 kWh	4,663kWh	4,553kWh	Sub-national energy consumption statistics, Department of Energy and Climate Change 2009
Total greenhouse gas emissions, tonnes	6,895.35			Colchester Borough Council GHG reporting emissions data for 2012/13
Soil, water & air				
Number of Air Quality Management Areas	4			Annual Monitoring Report 2012, Colchester Borough Council 2012
% of domestic waste that has been recycled	41.54%			Annual Monitoring Report 2013, Colchester Borough Council 2012/13

Appendix 3: Scoping Report consultation summary

The Sustainability Appraisal (SA) Scoping Report was made available for consultation between 1 July and 5 August 2014 (5 weeks).

Regulation 12(5) of the Environmental Assessment of Plans and Programmes Regulations (2004) requires local planning authorities to consult Natural England, Environment Agency and English Heritage on the scope of the assessment. However, Colchester Borough Council decided to consult all stakeholders on the Local Plans consultation database. 16 organisations and 1 individual submitted comments on the Scoping Report.

The table, below, summarises each representation made and includes a response and where necessary details of changes made.

Respondent	Summary of comments	CBC Response	Suggested change
David Hammond, Natural England	1. The approach and methodology used in the Sustainability Appraisal is in line with the advice that would be offered by Natural England, relevant and appropriate legislation has also been identified. 2. Natural England welcomes the reference to the Dedham Vale Area of Outstanding Natural Beauty (AONB's) Management Plan. 3. References to the designated sites and the interaction between the green and blue ribbon networks could be identified more strongly, water receptor pathways should be considered as part of the Appraisal, not just in respect of water usage, waste water and flooding. 4. Under this section on pages 8 and 9 there appears to be no reference to the Habitats Regulations 2010, there in appendix 1 there is reference to Habitats Regulations 2004 (page 48), and the and Wildlife and Countryside Act 1981 (as amended)	1. Comment noted 2. Comment noted. 3. A detailed summary of each of the Natura 2000 sites is included in the Baseline Environment section. In addition to the sub-objectives related to water usage, wastewater & flooding the impact on the green and blue ribbon networks could be considered in the appraisal in relation to the following sub-objectives: public realm, healthy lifestyles, enhancing biodiversity and creation of new open spaces. 4. The SA does not review legislation, only plans and policies are reviewed. 5. A Habitat Regulations Assessment has yet to be completed. This will be completed and published at the same time as the Issues and Options document (Jan/Feb 2015). 6. Support noted. 7. The Council does and will continue to give consideration to the fragmentation of open spaces	None

	5. Based on the information available it is uncertain if a Habitats Regulation Assessment screening for Appropriate Assessment has been undertaken, and therefore there is no information on the potential for Likely Significant Effects on these sites. 6. There are ten objectives listed under this section, which can be broadly supported, and especially objectives 7 & 8. 7. The Council should give consideration to looking at the fragmentation of open spaces and the linking of them back to paths and other sites. 8. Generally Natural England is supportive of sustainable transport options such as walking and cycling, and the Council could give consideration to linking walking and cycling routes into the green chains/corridors infrastructure to promote and encourage these options.	and linking them back to other sites. The Council has a Green Infrastructure Strategy, which has been reviewed in the scoping report. As part of the appraisal of sites opportunities will be taken to identify improvements to the green infrastructure network. 8. Agreed, see comment above.	
David Burch, Essex Chamber of Commerce	No comments that we wish to make and are happy to accept it as proposed.	Noted	None
Cheryl Damen	1. Essex Public Rights of Way Improvement Plan should be reviewed. 2. A key topic excluded from the baseline is safe, off road public rights of way for cyclists and horse riders. 3. Starting on P31 (Social Framework) mentions efficient use of land in developments (to me includes ensuring objectives around access for multiple user groups is included in the planning stages and paid for by s106 contributions) and protecting and creating open spaces but doesn't talk about who can use them. 4. There is reference to the Essex Transport Strategy which has countywide priorities to reduce	1. Agreed 2. Agreed that the baseline should refer to the lack of safe off road public rights of way for cyclists and horse riders. 3. This would be too detailed to include in the SA Framework. However, as part of the appraisal different types of open space will be considered. 4. Noted 5. References to improving and promoting the cycle network are included as they are referred to in some of the plans and policies reviewed. 6. The Planning Policy Team has met with the Essex Bridleways Association and is actively working with them on improvements to bridleways	Add the Essex Public Rights of Way Improvement Plan to the review of plans and policies. Add the following sentence to the Baseline Environment section (page 12): "There is a lack of safe, off road public rights of way for cyclists and horse riders in the Borough."

	accidents and deaths and promote safe and secure travelling environment. It really is only a matter of time before someone on a horse (or car) or bike is killed or seriously injured on the busy roads around Boxted, Langham, Highwoods and Great Horkesley due to a car and horse/cycle collision. 5. There is reference to improving and promoting cycle networks but this must be changed to multi-user tracks (i.e. bridleways) as otherwise horse riders cannot legally use the paths that would otherwise provide safe, off-road access. 6. Finally in this section the reference to the Park and Ride reminds me that I have tried though various routes to have the cycleways made multi-user tracks (again bridleway). This would link with the footpath through Severalls Park that is to be upgraded to a bridleway and the bridleway that starts by the A12 and runs by the Flakt Woods factory.	throughout the Borough.	
Wendy Bixby, Sustainability and Projects Officer, Colchester Borough Council	1. The correct title of the environment strategy is Environmental Sustainability Strategy (ESS). 2. There are a number of sustainability issues identified within the Environmental Sustainability strategy (ESS) which are not mentioned within the scoping report.	1. Noted 2. The Environmental Sustainability Strategy has been reviewed and all relevant sustainability issues have been referred to in the Scoping Report.	Correct title of Environmental Sustainability Strategy on page 9.
East Donyland Parish Council	It was felt the report should include objectives within the Local Plan that address the issue of providing services for a growing population of both older and younger people.	The provision of services for a growing population is included in the SA Framework. This includes both the older and younger population.	None
Councillor Gamble	Colchester's SASC is excellent but also worrying. The problem as I see it is that any plans we may have will be knocked by Tendring's proposals that I have heard could mean another 6000 units on our border (right up to our borders) that would mean about an extra population of say 20000. Thus	Comments noted and will be considered as part of future SA work appraising options	None

	effectively expanding Colchester but in Tendring. The prospect of more housing on our side of the border will put a completely unacceptable burden from the sustainability point of view on Colchester. I do not believe that what Tendring is proposing is sustainable in terms of infrastructure, provision for education, medical facilities etc. Can you imagine what it would mean for say the 6th Form College and Colchester General. Then if you add any from within Colchester then it is a nightmare scenario. I would ask that in any discussion with Tendring that the housing is kept to a minimum on our borders and a gap is maintained between Colchester and Tendring housing. I would also ask that no more housing is allowed on our side of the border in North and East Colchester to protect services.		
Heidi Kelly, Rydon Homes Ltd	1. The opening paragraphs do not sufficiently reflect the NPPF. 2. The local authority will need to demonstrate that it has tested every opportunity to meet its objectively assessed need for housing before arriving at the preferred outcome. 3. It is not always correct to dismiss a potential housing site because it cannot be supported by capacity in the existing infrastructure. This does not necessarily make it an inappropriate or unsustainable site. Equally, it does not always follow that a relatively remote brownfield site which could enable regeneration is automatically more sustainable than a better located greenfield site on the edge of the main urban area. Relevant weighting must be given to assessment criteria and this process of weighting and ranking of sites	1. Additional sentence added. 2. Comment noted. The Council is working to identify its OAN. As part of the SA various options will be appraised. 3. Comment noted. 4. The evidence base is being updated. The SA Scoping Report marks the beginning of plan preparation and clearly evidence is continuing to emerge. 5. It is agreed that housing supply is a key issue. This is identified in the Scoping Report and the first SA objective is: To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford. 6. Agreed. 7. Whilst brownfield development may be preferable this does not mean that greenfield sites	1. Add the following sentence to the opening paragraphs: "The SA is a mechanism for considering the impacts of a draft plan as well as the alternatives to that approach in terms of key sustainability issues, with a view to avoiding and mitigating adverse impacts, maximising the positives and contributing to sustainable development." 6. Amend the first SA objective as follows: "To provide a sufficient level of housing to meet the

	and policies through the SA process must be transparent. 4. If not already proposed by the Council we would suggest this evidence base needs to be updated if it is to be used inform the SA. 5. One of the key considerations within the SA objectives should be to provide sufficient housing to enable people to live in a home suitable for their needs and which they can afford. 6. The wording used in objective 1 should be reflective of the requirement to meet the objectively assessed need for housing in full. 7. The criteria of objective 2 needs to be revised to recognise that brownfield development may be preferable but greenfield release is likely to be needed in order to meet OAN and that development should be directed to areas with good access to services and facilities to satisfy the NPPF presumption in favour of sustainable development. This will ensure that both brown and greenfield sites can be selected for allocation in the emerging Local Plan.	will not be allocated for development. The Council recognises its duty to identify its objectively assessed need for housing and that this is very likely to result in the release of greenfield sites. One of the assessment criteria of objective 2 recognises the importance of good accessibility by a choice of means of transport.	objectively assessed needs of the Borough to enable people to live in a decent, safe home which meets their needs at a price they can afford".
Angela Gemmill, Marine Management Organisation	No comments to make.	Noted	None
Sue Bull, Anglian Water	I attended the scoping workshop on 28 April 2014 and am pleased to see all the points raised have been included in the report and I therefore have no additions or amendments to suggest.	Noted	None
Anthony Regan, Dedham Parish Council	1. The Report makes no reference to the financial situation of CBC which is resulting in all services being cut, reduced or subject to steep price increases. Therefore many of the intended policies will not be implemented thoroughly or successfully because of monetary constraints and are	1. It is not necessary for the Scoping Report to comment on Colchester Borough Council's financial situation. The SA Scoping Report sets the scope of the SA of the Local Plan. The policies within the Local Plan relate to the development and use of land.	None

	unrealistic. 2.Rural communities are especially vulnerable to the withdrawal or reduction of essential services. Dedham residents are extremely concerned by: - Transportation. The bus service is at a bare minimum and regularly under threat of withdrawal. - Communications. Parts of the village have no mobile phone coverage or a service which is unreliable or poor. - Roads. The surfaces are poorly maintained and road safety is compromised by the lack of regular cutting of hedges and verges. - the threat to businesses in the High Street from increased business rates and parking charges. - Development. It is imperative that the protections afforded by the AONB and the conservation areas are enforced, otherwise the character and beauty which attracts thousands of visitors annually to the area will be degraded. However, it may be appropriate to re-examine the size of the village envelopes in view of the growth in the population. - Housing. Rising prices and the conversion of small houses to large properties have reduced the opportunities for the young and the elderly to remain in Dedham. The reduction in affordable housing content from 35% to 20% aggravates the problem. 3. Dedham Parish Council must increase revenues to pay for services no longer provided by CBC through council tax. Voluntary, unpaid labour can only do so much. We wish to see this acknowledged in your report together with some policy suggestions to mitigate the problem Sustainability is otherwise just an empty word.	2. Comments noted. It is acknowledged that rural areas experience many different problems and issues to urban areas. The Local Plan will seek to ensure that this is acknowledged. The spatial policy team has asked to meet all Parish/ Town Council's to discuss issues of importance, including re-examining settlement boundaries. 3. It is not within the scope of the SA to comment on the financial situation of Parish Council.	
Tom Gilbert-	1. We consider that the SA should include	1. The review of relevant plans and programmes	4. 3 pages taken from the

Wooldridge, English Heritage	reference to the Council of Europe's European Landscape Convention, to which the United Kingdom is a signatory. 2. We welcome reference to the PPS5 Practice Guide which, contrary to the statement on page 43 of the report, remains an extant document. 3. In terms of local plans and programmes, it would be helpful to include reference to the Borough's conservation area appraisals and management plans. 4. Under the Environmental Characteristics heading, we welcome the first and second paragraphs on the historic environment, although the report could provide a greater overview of the Borough's historic environment in terms of different locations and time periods. 5. The number of listed buildings and scheduled monuments should be double checked as the figures in the report differ from the figures in the Heritage Counts. 6. In terms of heritage at risk figures, the second paragraph should distinguish between the national and county registers. 7. In terms of the likely evolution without the Local Plan (Question 4), we would argue that there would be increased harm to the Borough's historic environment through the lack of a clear and up to date local planning framework. 8. We note and welcome the identification of the historic environment as a key sustainability issue. Explicit reference to heritage at risk would be helpful as a specific issue. We would welcome further discussion on historic environment issues and how they relate to the SA and the Local Plan. 9. We are happy with SA Objective 7 as it relates to the historic environment, although it would be	does not include legislation. 2. Noted 3. The Borough's conservation area appraisals and management plans are in the process of being updated and updated plans will be added to the review. 4. Detail from the Historic Characterisation Project has been added to the baseline to provide a greater overview of the Borough's historic environment. 5. This difference in figures can be explained because the Heritage Counts count listed building entries, rather than numbers of individual listing buildings. There are many examples of groups of listed buildings around the Borough, which explains for the difference in figures. 6. Details of the national Heritage at Risk Register has been added to the text and the baseline data table has been updated. 7. Agreed 8. Noted, it is agreed that further discussion would be beneficial. 9. Agreed	Historic Characterisation Project has been added to the baseline section. 5. The Heritage Counts have been added to the baseline data and an explanation of the difference in the figures is included. 6. Update baseline data table to include national figures for buildings at risk. 7. Add the following to the likely evolution without the plan section: "Colchester has a rich historic environment and without the Local Plan including a positive strategy for the conservation of the historic environment there is a risk that there would be increased harm to the Borough's historic environment through the lack of a clear and up to date local planning framework." 9. Amend all references from historic assets to heritage assets.

	consistent with national policy to refer to heritage assets, rather than historic assets.		
Essex Bridleways Association	1. The following documents should be added to the review: The Essex Public Rights of Way Improvement Plan, The Rights of Way Circular 1/09, Development and Public Rights of Way advice note for Developers and Development Management Officers; and the Highways Agency Strategic Plan for Sustainable Transport. 2. One major topic excluded from the baseline is the need to provide a safe linking off road public rights of way network. Another topic is the need to build a healthy community. 3. If the Local Plan does not properly address the question of rights of way, and bridleways in particular as identified by the PROWIP & NPPF, then CBC will not satisfy the requirements of the people of the Colchester district and the Local Plan will not be sound. There is a question of discrimination against horse riders. Numerous additions to the Scoping Report to refer to bridleways are suggested.	As an overall comment it is important to note that the SA Scoping Report does not include any proposals. It is not a draft Local Plan. It sets out the scope of the Sustainability Appraisal of the Local Plan. The extent to which changes to the document can be made to refer to bridleways is therefore limited. However, the detailed comments submitted by the Bridleways Association will be considered when drafting the Local Plan. 1. Agreed, with the exception of the Development and Public Rights of Way advice note, which could not be found. 2. The baseline section sets out the Borough's baseline. These topics would be more appropriately considered in the Sustainability Issues section. 3. The provision of multi user rights of ways will be considered as part of the Local Plan, Master planning and the development management stage. Many of the comments are to add in reference to bridleways in the review of relevant policies and plans table. However, this table summarises the content and aims, objectives and targets of existing policies and plans. It does not include the Council's own aims and objectives for the Local Plan.	1. Suggested documents added to the review.
Rose Freeman, The Theatres Trust	1. Your theatre should be located within the proposed cultural quarter as this is the 'anchor' for your cultural offer. We cannot find a map of the location of St Botolph's Quarter so hope that your Mercury Theatre, Odeon and Arts Centre are within its boundaries. 2. We are pleased the Scoping Report includes	1. Noted 2. Noted, the Local Plan will consider cultural infrastructure. 3. The SA framework includes the following two sub-objectives of relevance to community facilities: will it support tourism, heritage and the arts? And will it provide equitable access to education,	None

	cultural infrastructure to reflect the National Planning Policy Framework item 156. However, it is only mentioned once on page 71 and we suggest it should be given more prominence as an NPPF strategic priority. 3. The document includes the supply of an 'adequate provision' for community facilities, but does not mention 'protect and enhance', as distinct from cultural heritage structures and assets. The Objectives should therefore include an item to protect and enhance all community and cultural facilities for the reasons given above and to reflect the National Planning Policy Framework item 70. 4. New development should only be an option when existing structures have lost their viability, or similar facilities are required elsewhere. For sustainability, all policies should support improvements to existing infrastructure and then provide criteria for new, if required. 5. We are concerned that there may be some confusion with regard to the term 'cultural heritage'. Cultural heritage includes the preservation of sites, features and areas of historical, archaeological, geological and cultural value and their settings – this includes listed buildings, public parks and gardens, landscapes, ancient monuments and conservation areas. It should not include theatres, cinemas, museums, libraries, art galleries, public art and street festivals which are within another grouping of cultural facilities for cultural activities. The distinction should be made clear. The SEA theme on page 71 should not be Cultural Heritage, but Cultural Infrastructure because this section is dealing with ongoing cultural activities, infrastructure to support such activities, and the proposed cultural quarter.	recreation and community facilities? The protection in addition to the enhancement of and provision of new community facilities will be considered under these sub-objectives. 4. Noted 5. This comment is understood however, cultural heritage is an SEA theme. The SA Framework lists all relevant SEA themes.	

Carolyn McSweeney, Tiptree Parish Council	1. The data provided should also be accompanied with percentage indicators, ie. numbers of population against existing numbers, for example, 830 dwellings per annum over existing 71634 dwellings, is 1.15% increase. Household data should be provided as percentages. Colchester is compared against adjoining districts, but none of the increases in the adjoining districts are quoted in percentages. 2. The chart in the baseline data is incomplete and missing important headings. Totals that include additions and existing floor space would be clearer. 3. Data should also include percentage of floor area against either footfall or the number of car parking spaces. There are no indictors for affordable commercial premises. There are no indicators of numbers of owner occupiers, numbers of investment property or landlords, space available for rent or space/land for purchase. Business ownership increases inward investment and a longer term stability for employees. 4. Baseline date should include comparisons of average income, against average housing costs. These costs should include full ownership, part ownership, private sector rental and social/council housing. Similar comparisons should be made with other districts. 5. Colchester shows higher than average house prices, but lower than average income. Why? What influences this? How can this be reversed? 6. What about the lower income? What is affordable? 7. The town centre development - does this have affordable sufficient parking for existing and future	1 – 4 The baseline data includes available data and it is considered that it adequately outlines the baseline environment of Colchester Borough. Baseline data was discussed at the Scoping Workshop in April 2014 and stakeholders suggested a range of additional sources and indicators, which were all added. Data from other local authorities, county and the region has been included where available. 5. The issue of housing affordability will be considered as part of the Local Plan. 6. Affordable housing is defined in the NPPF as follows: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. 7. Car parking in the Town Centre is an issue that will be explored as part of the Local Plan. 8. Noted. 9. Noted.	None

	needs? Fast efficient access to parking areas requires infrastructure. 8. Cycling - good safe cycle routes with secure storage in shopping and employment locations are required. There are no such areas other than privately owned sites. This would encourage cycling. 9. A good location must be supported by good communication to the rest of the region.		
Matthew Jericho, Spatial Planning Manager, Essex County Council	1. A cross check should be made of plans listed on pages 8, 9 & 10 and Appendix 1. 2. The following plans should be added to the review: - SEA Directive - Birds Directive - Waste Framework Directive - Air Quality Directive - Habitats Directive - Planning Policy for Traveller Sites - PPS10 Sustainable Waste Management - England's Biodiversity Strategy - clarity sought in relation to the LEP growth deal - Joint Municipal Waste Management Strategy for Essex - Essex Gypsy and Traveller Accommodation Assessment - Various amendments suggested to the summaries of County documents - Local Flood Risk Management Strategy 3. The following issues are not covered in the review: local wildlife sites, local nature reserves, special roadside verges, accessible natural greenspace criteria and biodiversity offsetting. 4. The baseline data is generally comprehensive; however it could additionally focus on other areas (examples given).	1. Noted 2. The review of relevant plans and programmes does not include legislation. Planning Policy for Traveller Sites is included. Other documents referred to added to review and suggested amendments made. 3. No plans covering these issues are suggested for review. It is considered that the review is thorough and covers all SEA themes. The review is only one part of the scoping exercise and these issues are covered in other sections. 4. The baseline data is comprehensive and has exhausted the Borough's data sources. The evidence base is continuing to emerge (including data from the 2011 Census) and as more evidence becomes available additional data will be added. No data sources are suggested by ECC and whilst it is agreed that it would be helpful to include data in relation to the suggested topics the spatial policy team does not have access to data on these topics at Borough level at present. 5. Agreed 6. The sustainability issues sections outlines the key sustainability issues facing Colchester Borough. These issues are derived from the review of policies, plans and programmes and baseline data. There is no need to expand on this.	2. Suggested documents added to the review and suggested amendments to County documents made. 5. Various additions made to address comments about likely evolution without the Local Plan. 17. 'will it deliver a mix of uses' added to the second objective. 21. Number of SUDS schemes approved by ECC added as an indicator to the assessment criterion 'will it improve water quality'.

	5. Numerous comments are made about the likely effects without evolution of the Local Plan covering the following topics: flood risk, recreation and wildlife, population, ecosystems and landscape, climate change, AQMA and housing. 6. More information should be included in the sustainability issues section about sustainable travel. 7. Education is recognised as an issue. This should make clear that safe direct routes are needed and that ECC does not have the capital to fund new schools. 8. The approach set out in the England Biodiversity Strategy should be used as part of the backdrop to the SA. 9. The Natural Environment and Rural Communities Act 2006 requires all public bodies to have regard to biodiversity conservation when carrying out their functions. 10. Habitat Regulations Assessment should be undertaken at the strategic level. 11. It would be useful to see how the framework would be used when appraising new Local Plan policies. 12. It is recommended that a site proforma/assessment framework for the appraisal of sites is created and consulted upon. 13. It is felt the objectives and assessment criteria are not sufficiently robust to adequately measure the quality of the Borough's biodiversity. 14. It is suggested that the Borough Council considers calculating the quantity and quality of sites designated for wildlife that are adversely impacted by development. Proposals that result in a net gain in Priority Habitat should be supported. The Borough Council should also explore	7. Noted 8. Noted 9. Noted 10. A Habitat Regulations Assessment screening opinion will be published at the same time as the Issues and Options document. 11. Noted 12. It is not considered that a separate framework for sites is required. For consistency it is important to use the same framework. The Council successfully used the same SA framework for the Core Strategy, Site Allocations and Development Policies. 13. Noted, it is considered that one objective on the natural environment is sufficient. Natural England support the objectives relating to biodiversity. 14, The SA will draw out the differences between quality of wildlife sites. Proposals that result in a net gain in priority habitat will be favourably appraised in relation to the natural environment objective and balanced with all other objectives. There is assessment criteria that relates to open space and sustainable buildings. 15. A specific assessment criteria is included in relation to school places. ECCs advice will be sought in relation to this. The indicator that refers to sustainable travel time is an existing indicator and will help the Council monitor whether new residential development is within 30 minutes of public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre. 16. Noted 17. First point agreed, water infrastructure is covered in another objective.	

	opportunities for greening developments and could set an objective to encourage this process. 15. A key issue for ECC is to ensure there is a sufficient provision of primary, secondary, and Early Years and Childcare places, and that such places are located within walking distance of new housing development and, in particular via safe direct routes. It is not suitable to state new development is located within 30 minutes of community facilities, as this could imply 30 minutes by bus. 16. Objective 1. - The indicators should ensure they reflect the issues raised from the SHMA. 17. Objective 2. - This could refer to the 'mix of land uses' provided as part of a development, which would be relevant if the new Local Plan is seeking to provide large strategic/sustainable development locations to accommodate new housing, jobs, community facilities etc. - Reference to infrastructure provision such as water, sewerage, electricity and gas could be included as part of this objective. 18. Objective 3 - Could an indicator be the number and/or type of jobs created across the borough or in specific growth/regeneration areas? 19. Objective 4 - This could include dates and/or milestones as an indicator, similar to those used in Travel Plan targets. Objective 4 could also be linked to Objective 6 around improving and reducing inequalities in health and in particular encouraging a healthy lifestyle through active travel (cycling and walking). An indicator could refer to the provision	18. It is not possible to appraise the number and type of jobs to be created under different policies and options for growth at this stage. The SA framework does refer to a range of jobs being created. 19. It is not possible to identify dates and/or milestones at this stage. An assessment criteria relating to improving sustainable transport linkages is included, which will pick up the provision of new cycle paths. The indicator relating to 30 minutes is already monitored by the Council and it is not possible to amend this indicator. Reducing pollution is included under another objective. 20. Archaeological heritage is included within the English Heritage and NPPF definition of heritage assets. 21. First point agreed. The second point about the Environment Agency is an established monitoring indicator.	

	of new cycle paths (total length provided). - ECC requests that reference to new residential development being located within 30 minutes of a school is removed. The indicator should refer to *walking distance to a school via a safe route*. It is not suitable to state distance by public transport as ECC would be responsible for the revenue costs but proximity to a school does not mean it has the capacity, or the scope to expand, especially if distance is 30 minutes by public transport. - Reference to AQMAs and reducing pollutants might be an appropriate assessment criteria and indicator for this objective. 20. Objective 7 - This could refer to archaeology in the assessment criteria in light of the Borough's rich archaeological heritage. 21. Objective 10 - This includes an 'assessment criteria' stating 'Will it improve water quality?' The number of SuDS schemes approved by ECC could be used as an indicator. - Would the Borough Council ever grant planning permission contrary to the advice of the Environment Agency? If not, there may be a more appropriate indicator.		
Myland Community Council	The response from Myland Community Council included a number of questions, in addition to comments. The questions have not been repeated in this summary. However, a member of the spatial policy team met with MCC in August 2014 and it is hoped that she was able to answer these questions. 1. Referencing would be easier if the report contained paragraph numbers. 2. MCC acutely recognises one of the biggest	1. Noted, this will be considered when drafting future SA Reports. 2. Noted 3. Noted 4. Noted, the future of the Town Centre, including its boundary will be considered as part of the ocal Plan. 5. Noted, we will continue to work closely with Essex County Council as Education Authority. 6. Agree that nature conservation sites should	

	challenges being traffic growth, in particular its impact on North Colchester. This must be a key area for resolution prior to any commitment to further house building in Colchester. 3. Neighbourhood centres should be developed to minimise traffic movement needs through known bottlenecks, e.g. North Station. 4. Thought should be given to re-defining and re-focusing on what the Town Centre should aim to be, e.g. if tourism is so important should the focus be on the Town's historic features, their presentation and accessibility? 5. MCC recognises issues surrounding pre-school care, primary and secondary school places, further and adult education under-provision. Unless the new Local Plan can adequately and effectively address these issues the house building programme must be drastically reduced in future years. 6. Given the pressure on the Borough's environment due to recent and current house building programmes, the SSSI sites and Local Nature Reserves must be given maximum protection. 7. Agreed, "…*important to ensure that Colchester does not lose its identity*…" 8. Agreed, it will be vital that a holistic approach is taken to the factors that must be harmonized to match population growth with economic growth and the ageing population. This holistic view must be established prior to committing to more house building. 9. If there is already "*unsustainable pressure on all services*" then representation to ECC and Government must precede any further commitment to house building and in particular for Colchester	continue to be afforded protection. There is a hierarchy of sites, with sites notified at the international level enjoying the highest level of protection. 7. Noted 8. Noted 9. Noted 10. The absence of an objective covering the ageing population does not mean that this issue will not be considered as part of the Local Plan. The first objective on housing refers to meeting the housing needs of the Borough, which includes the ageing population. 11. There is a separate objective covering transportation issues. 12. Noted 13. Noted 14. Noted, although these do not relate to the Sustainability Appraisal or Local Plan. 15. Noted, although these do not relate to the Sustainability Appraisal or Local Plan. 16. Agreed 17. The indicators are taken from the Annual Monitoring Report and are a means for the Council to monitor the effects of the Plan. Unfortunately there is currently no indicator concerning local wildlife sites.	

	see 4 and 5 above to re-balance the burden among neighbouring authorities. 10. Where is the objective to address the aging population problem? This is not going to go away and is acknowledged by CBC as just going to get worse – over 65's increasing by 50% by 2032! This should be a separate more significant objective. 11. Apart from Objective 4 "To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion" there is no specific objective to "improve transportation and attractive travel links" this is imperative for the existing and future residents as well as tourism and should also be a separate more significant objective. 12. "*Maintaining and enhancing the natural and built environment*" is equally important to the key economic provider, tourism. 13. "*Strategic green gaps*" are vital to quality of life and sense of place factors within settlement areas and MCC will take all possible steps to retain as much green space at the current Rugby Club site should the Club be relocated. 14. CBC should take steps to publicise the responsibilities placed on authorities and landowners to maintain water courses in accordance with the latest Flood Risk Strategy. 15. The decrease is probably due to people recycling more. CBC should reconsider its policy to provide just one roll of clear recycling bags to households and increase it to two. 16. At Objective 6 add "well-being" after "health". 17. At Objective 8 add Local Nature Reserves under 'indicators'.		
Andy Stevens, ASP on behalf of Gateway	1. There is no mention of the A120 Wider Economic Impacts Study produced by Atkins for	1. Agreed 2. Report not accessible, however if it becomes	1. Add review of this document.

120 Ltd	EEDA in October 2008. 2. The Haven Gateway commissioned report on further economic benefits from Peter Brett Associates should be added to the review. 3. A12/A120 Route Based Strategy was produced by the Highways Agency and should therefore be included in either the 'national' or 'regional' sections of the lists. 4. Reference should be made to the East of England Route Strategy Evidence Report produced by the Highways Agency and dated April 2014. 5. It is noted that the date given in the list for the SELEP Growth Deal is 2004 when it should, of course, be 2014. 6. Under the heading 'Neighbouring authorities' is a list of some documents of relevance but the list appears somewhat incomplete. Reference is made to the Tendring SHMA and of the Colchester SHMA in the 'Local' section. There is however no reference to the Braintree SHMA. 7. Similarly there is no mention of Maldon's SHMA. 8. There is no comment on the emerging Maldon and Tendring planning frameworks. 9. The SA refers to the Tendring 'Economic Development Strategy' of 2013 but does not acknowledge the similar work by Braintree. That authority has produced two reports of note that we consider should be included in the SA Assessment; - "Going for Growth, Investing in your future" which was published in June 2009 and the "Braintree District Economic Development Prospectus 2013/2026". 10. Discrepancy on page 24, which refers to the Haven Gateway Infrastructure Study. 11. Whilst we would support the points raised in	available it will be added to the review. 3. Noted 4. Agreed 5. Noted 6. Tendring's SHMA was referred to as this was suggested at the scoping workshop. Agree it would be consistent to add Braintree's SHMA. 7. As above 8. The review includes recent and adopted development plans of the neighbouring planning authorities. 9. Agreed that the Economic Prospectus should be added to the review. The other document is 5 years old and will not be added. 10. Remove discrepancy. 11. Agree to add further text about planned, co-ordinated development. 12. It is not within the scope of the SA Scoping Report to start generating options for development. 13. There is a criterion stating 'Will it improve the delivery of a range of employment opportunities to support the growing population?'. This will cover the issue raised of balancing the local economy with large scale development. 14. The assessment criteria cover reducing the need to travel and levels of sustainable travel. 15. The SA Framework is based on the review of policies and plans, baseline data and the sustainability issues facing the Borough. It does not generate options and nor does it tailor objectives towards certain options.	3. Refer to document under national documents list. 4. Add review of this document. 5. Typo amended. 6. Summary of Braintree's SHMA added to review. 7. Summary of Maldon's SHMA added to review. 9. Braintree's Economic Prospectus added to the review. 10. Minor amendment to address discrepancy. 11. Further text added as suggested.

	the likely evolution without the plan section we would add that the potential significant adverse impacts of failing to bring forward a fresh Local Plan are much greater than as suggested. 12. It should also be suggested in the report that there may be alternative means of reducing the impact of future development in a transport sense that could be achieved through appropriate strategies in the Local Plan. 13. An additional question should be asked as to whether support for the local economy is provided in a balanced way with new large scale development so as to create new centres, in addition to the support for existing centres. 14. There should also be a reference to whether proposals make a positive contribution to sustainability by enhancing the manner in which new development can achieve a more suitable situation by fully embracing sustainability opportunities at the outset and the extent to which those opportunities will also indirectly benefit the existing situation, for instance by reducing congestion and journey to work times as well as enabling walking or cycling to work. 15. It is our view that testing alternative forms of development against the need to create more sustainable communities should encompass questions as to the efficiency of a new settlement approach in comparison to the principle alternative of effectively seeking solutions that do least damage to the existing situation.	

Appendix 4: Initial appraisal of Growth Options

Growth Options

There are six growth options identified in the Issues and Options Paper, which are as follows:

Option 1A Development to the East and West
A separate sustainable settlement to the west of Colchester town
A separate sustainable settlement to the east of Colchester town
Urban development on sites in and around the existing urban area
Proportional expansion of the Rural District Centres - Wivenhoe, Tiptree and West Mersea

Option 1B Development to the East and West
A separate sustainable settlement to the west of Colchester town
A separate sustainable settlement to the east of Colchester town
Urban development on sites in and around the existing urban area
Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea
A proportional element of rural growth across the Borough's villages

Option 2A Development to the West
A separate sustainable settlement to the west of Colchester town
Urban development on sites in and around the existing urban area
Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea

Option 2B Development to the West
A separate sustainable settlement to the west of Colchester town
Urban development on sites in and around the existing urban area
Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea
A proportional element of rural growth across the Borough's villages

Option 3A Development to the East and North
A separate sustainable settlement to the east of Colchester town
A significant urban extension to the north of Colchester town, crossing the A12
In addition to an extension to the north, other urban development in and around the existing urban area
Proportional expansion of Rural District Centres – Wivenhoe, Tiptree and West Mersea

Option 3B Development to the East and North
A separate sustainable settlement to the east of Colchester town
A significant urban extension to the north of Colchester town, crossing the A12
In addition to an extension to the north, other urban development in and around the existing urban area
Proportional expansion of Rural District Centres – Wivenhoe, Tiptree and West Mersea
A proportional element of rural growth across the Borough's villages

Objectives	Assessment Criteria	Opt. 1A	Opt. 1B	Opt. 2A	Opt. 2B	Opt. 3A	Opt. 3B	General Evaluation	Advisory comments/ mitigation
1. To provide a sufficient level of housing to meet the objectively assessed needs of the Borough to enable people to live in a decent, safe home which meets their needs at a price they can afford	Will it deliver the number of houses needed to support the existing and growing population?	+ +	+ +	+	+	+ +	+ +	All options will deliver the number of houses needed to support the growing population. The options identified will meet Colchester's OAN through a combination of developments. However, there is a risk with option 2A and 2B that with such a large proportion of the total land supply being tied up in one large site which would be for a completely new settlement, that there could be a point in the plan period where the Council could struggle to maintain a five year land supply, as a result of the lead-in time required for a large and completely new settlement, before housing could start coming forward. The sustainable settlement to the west would also not be entirely aligned with the plan period as development of such a large scale would involve development over a period in excess of 15 years. The impact for options 1A, 1B, 3A & 3B is therefore more positive as whilst all	All development across the Borough will be expected to be high quality and incorporate sustainable design measures. The Local Plan should address design, including sustainable design, through a specific policy.
	Will it provide more affordable homes across the Borough?	+	+/-	+	+/-	+	+ /-		
	Will it deliver a range of housing types to meet the diverse needs of the Borough?	+ +	+ +	+ +	+ +	+ +	+ +		

	Will it deliver well designed and sustainable housing?	+	+	+	+	+	+	options will ensure a 15 year housing land supply, these options will ensure a 5 year housing land supply throughout the plan period by identifying two large sites (options 1A & 1B include 2 sustainable new settlements & options 3A & 3B include 1 sustainable settlement and a large urban extension). All options rely on working with other local planning authorities as part of the duty to co-operate. There is a risk that delays or a change in administration would affect the delivery of both of the proposed sustainable new settlements. All options will provide affordable housing and a range of housing types as part of the housing mix. In 2012/13 22% of housing completions were affordable homes. Large sites are more likely to deliver a greater mix than smaller sites where the mix of housing types is often limited. All options include sustainable new settlements where a mix of housing will be delivered. Housing development within the rural areas could help to ensure the delivery of affordable housing across the Borough. However, it could have the opposite effect by reducing the number of rural exception schemes coming forward owing to landowner aspirations for predominantly market housing schemes. Thus a mixed impact has been identified for options 1B, 2B & 3B which include a proportional element of rural growth across the Borough's rural communities.	
2. To ensure that development is located sustainably and makes efficient use of land	Will it promote regeneration?	O	O	O	O	O	O	Whilst all options include urban development in and around the existing urban area, which will result in an element of regeneration, Colchester's spatial strategy over recent years and regeneration programmes have exhausted large amounts of brownfield land. The existing development plan, which includes housing	The following types of schemes will deliver sustainable transport connections (this should not be treated as a definitive list of
	Will it reduce the need for development on greenfield land?	- -	- -	- -	- -	- -	- -		

Will it provide good accessibility by a range of modes of transport?	+	+/-	+	+/-	+	+/-
Will densities make efficient use of land?	+	+	+	+	+	+
Will a mix of uses be provided?	+ +	+ +	+ +	+ +	+ +	+ +

growth up to 2023 and includes significant brownfield development has relied on greenfield sites in North Colchester and Stanway to accommodate growth in the later stages of the plan period. Therefore the impact on the regeneration sub-objective is neutral.

All options include significant amounts of development on greenfield land.

Owing to the large greenfield sites included in each of the six options accessibility at the current time is poor. However, it would be too simplistic to give each of the options a negative score as sustainable new settlements are expected to provide major sustainable transport connections. There is potential for future residents to access the railway network from Marks Tey station as part of options 1A, 1B, 2A & 2B, which include a sustainable settlement to the west of Colchester. All options include urban development, which should provide future residents with good accessibility by a range of modes of transport. All options also include proportional expansion of district settlements. District settlements in the Borough are generally well served by bus routes, with for example buses from Wivenhoe to the Town Centre every 15 minutes and buses from Tiptree and West Mersea to the Town Centre every 30 minutes. However, access by pedestrian and cycle routes from the Borough's district settlements into Colchester Town Centre and main railway station is poor. Existing residents in the Borough's villages rely heavily on the private car owing to poor accessibility by alternative modes and so options 1B, 2B & 3B, which include a proportional element of rural growth across the Borough's villages will not provide good accessibility by a range of modes of transport.

transport infrastructure required to support growth):

Development to the West
Public Transport
Marks Tey station: capacity improvements required at the station to allow for growth and an improved passenger transport interchange; capacity and journey time improvements have been identified for the Great Eastern mainline as part of the Anglia Rail Study; A new bus network would be needed; A new development should have access to a Park and Ride facility in west Colchester

Road Infrastructure
Capacity improvements required to the A12; Improvements to the A120 between the

								All development will make efficient use of land. Density will be related to the location, with urban locations expected to be built at a higher density than rural development. All options include sustainable new settlements, which will include a mix of uses, including employment, leisure and community uses. The proposed sustainable settlement to the east is likely to deliver employment uses linked to the University of Essex (options 1A, 1B, 3A & 3B), which will result in a range of highly skilled jobs.	A12 and Braintree; Improvements to the A120 junction with the A12; Any improvements to these routes must include measures that enable pedestrians and cyclists to cross these routes safely and maintain good access to the key services and facilities in the development). **Development to the East** Public Transport The rail line from Clacton on Sea/Walton to Colchester has capacity to accommodate growth. However, access to the rail line is difficult and the nearest stations are at Wivenhoe and the Hythe; Large scale development provides opportunity to create a new public transport

									system linking the development area, the University and existing urban Colchester. The system should combine a high frequency quality rapid transit system, linking into new and or improved rail stations, an improved transport interchange, and an eastern park and ride site; Road Infrastructure Development to the east is likely to impact on the Strategic and Local road network. The package of public transport measures associated with new development would be used to help control traffic impact; The development may predicate the need for a new road to link together the A120 and the A133 to allow a new vehicle access to the

									development and the University. **Development to the North** Public Transport Existing bus services are limited and would need to be enhanced including improved access to Colchester Station. Road Infrastructure Upgrading of unclassified roads that cross the A12 in the vicinity.
3. To achieve a prosperous and sustainable economy that improves opportunities for local businesses to thrive, creates new jobs and improves the vitality of centres	Will it improve the delivery of a range of employment opportunities to support the growing population?	+ +	+ +	+ +	+ +	+ +	+ +	All options include sustainable new settlements, which will include a range of employment uses to support the growing population. It is essential that significant employment development is included as part of the sustainable new settlements to meet the employment needs of new residents and also to boost the range and location of jobs to existing residents. The proposed sustainable settlement to the east is likely to deliver employment uses linked to the University of Essex. The university is currently the Borough's second largest employer, employing approximately 2,000 people. An expansion to the knowledge gateway and increase in skilled jobs will have significant positive impacts on Colchester's economy.	Employment areas will need to be planned into the sustainable new settlements from the outset. Locations should be at the most appropriate locations within the sustainable new settlements to ensure good access by a range of modes of transport to ensure good accessibility. Every opportunity
	Will it maintain an appropriate balance between different types of retail uses and other activities in the Borough's centres?	O	O	O	O	O	O		
	Will it support	+ +	+ +	+	+	+ +	+ +		

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business innovation, diversification, entrepreneurship and changing economies?							Population growth is likely to lead to increased demand and expansion of the Borough's existing centres. New centres will also be delivered as part of the proposed sustainable new settlements and possibly as part of the proposed urban extension included in options 3A & 3B. However, none of the options is likely to have a significant positive or negative impact on the balance of uses in the Borough's existing centres and so a neutral impact is likely.	should be taken to ensure links to the knowledge gateway as part of the sustainable settlement to the east.
Will it support tourism, heritage and the arts?	O	O	O	O	O	O		If options 1B, 2B or 3B are taken forward consideration should be given to requiring an element of employment uses and/or services in addition to housing to result in a more significant impact on the rural economy.
Will it help sustain the rural economy?	O	+	O	+	O	+	None of the options is likely to have a significant positive or negative impact on tourism, heritage or the arts and so a neutral impact is likely. Options 1B, 2B & 3B all include proportional expansion of the Borough's rural communities. Whilst this largely relates to housing development new housing in villages may lead to the development of new employment uses. Depending on the extent of development it may also lead to the expansion of existing organisations and businesses in villages and creation of new jobs. For example, growth in one of the Borough's villages may lead to the need for additional classrooms in the local school, which would lead to short term construction jobs and full time teaching jobs.	
4. To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion	Will it reduce the need to travel?	+	-	+	-	+ / -	-	Owing to the large greenfield sites included in each of the six options accessibility at the current time is poor. However, it would be too simplistic to give each of the options a negative score as ensuring good access to non-motorised transport users is at the heart of garden city principles.	The following types of schemes will deliver sustainable transport connections (this should not be treated as a definitive list of transport infrastructure required to support growth):
	Will the levels of sustainable travel increase?	+/I	+/I	+/I	+/I	+/I	+/I	All options include sustainable new settlements, which will include a mix of uses, including employment, leisure and community uses. This will reduce the need for new	
	Will it improve sustainable transport	+/I	+/I	+/I	+/I	+/I	+/I		

| infrastructure and linkages? | | | | | | | | residents to travel, providing that these uses are located at accessible locations within the site. The impact under options 3A and 3B is unlikely to be as positive because the northern urban extension, owing to its scale, is unlikely to deliver the same range of uses as the sustainable new settlements. Options 1B, 2B and 3B involve the proportional expansion of the Borough's rural communities. Development in the rural communities will not reduce the need to travel as the range of employment opportunities and services and sustainable modes of travel options is limited in the rural communities.

The sustainable new settlements will be expected to provide a range of sustainable transport infrastructure and it is likely that this will be delivered in order to achieve sustainable new communities. Sustainable transport infrastructure must ensure that in addition to creating links throughout the site links are created to existing communities. This will ensure that the sustainable new settlements are integrated into Colchester and also that existing communities will benefit from new development.

Network Rail has confirmed that the worst case [ie all development in Marks Tey and with 10% travelling to work (assuming all to London) by train] then the additional passengers should not pose capacity issues in the short term because they can be absorbed into the less crowded services. However, in the longer term growth at other stations along the mainline will create capacity concerns which means the issue surrounding Marks Tey growth cannot be looked at in isolation. The sustainable settlement to the east could potentially be served by Wivenhoe, Hythe or North Colchester railway station. | **Development to the West**
Public Transport
Marks Tey station: capacity improvements required at the station to allow for growth and an improved passenger transport interchange; capacity and journey time improvements have been identified for the Great Eastern mainline as part of the Anglia Rail Study; A new bus network would be needed; A new development should have access to a Park and Ride facility in west Colchester

Road Infrastructure
Capacity improvements required to the A12; Improvements to the A120 between the A12 and Braintree; Improvements to the A120 junction with the A12; |

| | | | | | | | | At the present time several of the Borough's rural bus services are at risk. Development in the rural communities (options 1B, 2B & 3B) could either have a positive or negative impact on this. An increase in population in the rural communities could help to sustain rural bus services. However, if bus services are lost there will be an increased population in the rural communities relying on the private car. | Any improvements to these routes must include measures that enable pedestrians and cyclists to cross these routes safely and maintain good access to the key services and facilities in the development).

Development to the East
<u>Public Transport</u>
The rail line from Clacton on Sea/Walton to Colchester has capacity to accommodate growth. However, access to the rail line is difficult and the nearest stations are at Wivenhoe and the Hythe;
Large scale development provides opportunity to create a new public transport system linking the development area, the University and existing urban |

									Colchester. The system should combine a high frequency quality rapid transit system, linking into new and or improved rail stations, an improved transport interchange, and an eastern park and ride site;
									Road Infrastructure Development to the east is likely to impact on the Strategic and Local road network. The package of public transport measures associated with new development would be used to help control traffic impact; The development may predicate the need for a new road to link together the A120 and the A133 to allow a new vehicle access to the development and the University.
									Development to the

									North
									North Public Transport Existing bus services are limited and would need to be enhanced including improved access to Colchester Station. Road Infrastructure Upgrading of unclassified roads that cross the A12 in the vicinity.
5. To build stronger, more resilient sustainable communities with better education and social outcomes	Will it provide equitable access to education, recreation and community facilities?	+ +	+ +	+	+	+ +	+ +	All options include sustainable new settlements, which will include a mix of uses, including employment, leisure and community uses. Therefore providing equitable access to education, recreation and community facilities close to new dwellings. All development is expected to provide education, recreation and community facilities. The impact is likely to be more positive under options 1A, 1B, 3A & 3B as these options include sustainable settlement to the east, which is highly likely to have links to the University of Essex. There is potential for the university to sponsor schools in the Borough. Employment related development linked to the university is likely to improve the skills of the Borough's population and help to retain skilled residents within the Borough. Essex County Council as the Education Authority has confirmed that there is very little existing spare capacity in the Borough's school provision in terms of primary and secondary school provision. Any additional growth would require new provision, either through new schools or	All development must provide education (including early years), recreation and community facilities to serve the new community and to avoid placing pressure on existing facilities. It will be essential when planning the detailed design of sustainable new settlements that education, recreation and community facilities are located at accessible locations within the site and can be conveniently
	Will it place pressure on school places, including early years?	+/ -	+/ -	+/ -	+/ -	+/ -	+/ -		
	Will existing open spaces be protected & new open spaces be created?	+	+	+	+	+	+		
	Will it improve the skills of the Borough's population?	+	+	O	O	+	+		

| | | | | | | | | expansion of existing facilities, although it is thought that expansion opportunities in the Borough are limited. In terms of the provision of new school places, it is much more straightforward to accommodate larger sites (at least 700 dwellings) than it is to accommodate lots of smaller sites. Therefore, all options which include sustainable new settlements will need to provide new schools. Mersea Island has been identified as a place which is very difficult to accommodate in terms of the provision of school places. Mersea Island is one of the Borough's district settlements and all options include proportional expansion of district settlements. It will therefore be essential when considering what growth is suitable for Mersea to consider the issue of school provision. There is potential for issues with school provision under options 1B, 2B & 3B, which all include a proportional element of rural growth across the Borough's villages. Small scale housing development could be difficult to accommodate within existing schools and this will need to be carefully considered as part of the process of considering which of the Borough's villages should receive growth and how much growth is suitable. With regards to early years education provision, there are significant variations in terms of capacity across the Borough and so this would need to be looked at in more detail when a preferred growth option and potential development sites have been identified.

All options include urban development in and around the existing urban area and there is the potential for pressure to release open spaces for development. However, this is something that the Council resists and has a good record of protecting open spaces. Whilst the two proposed sustainable new settlements and proposed northern urban extension are greenfield sites and include | accessed by foot and cycle.

When considering what level of growth is suitable for Mersea the issue of school provision must be considered.

It will be essential that no development takes place within existing open spaces within the broad areas of search for the sustainable new settlements. Wherever possible new development should ensure connections to existing areas of open space, to improve the Borough's green infrastructure network.

The function of open space will need to reflect site specific requirements and this will be determined once specific sites are |

								public rights of way they are not areas of open space. There are areas of open space in the search areas for the sustainable new settlements and it will be essential that no development takes place within these open spaces (e.g. Salary Brook nature reserve and Wivenhoe Park in the east and various sports grounds in the west). Wherever possible new development should ensure connections to these areas of open space, to improve the Borough's green infrastructure network. New areas of open space will be required as part of new development and it is highly likely that this will be achieved as the Council has a good record of delivering open spaces as part of new development. Connections should be made to existing open spaces and between open spaces for the larger sites.	identified. An open space policy should be included within the Local Plan including detail on the amount and type of open space required by development and the protection of existing open space.
6. To improve and reduce inequalities in health and wellbeing and tackle crime issues by keeping our communities safe and promoting community cohesion	Will it reduce actual crime and fear of crime?	+	+	+	+	+	+	There are no differences in the options in terms of reducing actual or fear of crime and a neutral impact has been given for each option. High quality design is expected, which should take opportunities to reduce crime through attractive public areas with natural surveillance.	A design policy should be included in the Local Plan, which includes a criterion on designing out crime.
	Will it provide equitable access to employment opportunities?	+	+	+	+	+	+	All options include sustainable new settlements, which will include residential and employment development. It will be essential that good links by a range of modes of transport is made between residential areas and employment uses. Access to existing employment areas within the immediate area will also need to be considered.	Sustainable new settlements must provide green infrastructure to promote healthy lifestyles through the provision of safe and attractive routes by non-motorised users and space for recreation. Areas for food growing should be considered as part of sustainable
	Will it encourage healthy lifestyles?	+ +	+ +	+ +	+ +	+ +	+ +	All options will include areas of open space, recreation facilities and sustainable transport connections, which will encourage healthy lifestyles. Healthy lifestyles are a key principle of sustainable new settlements. Improvements to the Borough's green infrastructure network will benefit existing and new residents. Areas	

Objective	Question							Commentary	Recommendation
								for food growing should be considered as part of sustainable new settlements and these areas can form part of the Borough's green infrastructure network.	new settlements.
7. To conserve and enhance the townscape character, and the heritage and cultural assets of the Borough	Will it protect and enhance the heritage and cultural assets of the Borough?	O/ -	O/ -	O	O	O/ -	O/ -	Within the search area for the sustainable settlement to the east there are some listed buildings. There are 3 listed buildings around Crockleford Heath and 7 listed buildings south of the A133. Wivenhoe Park, which is on the Register of Historic Parks and Gardens, is also located within the broad search area, south of the A133. Development south of the A133 has the potential to adversely affect the setting of this Historic Park and Garden and it is considered that if options 1A, 1B, 3A or 3B are taken forward the A133 would provide a good boundary to development. There are numerous listed buildings within the search area for the sustainable settlement to the west and a couple of listed buildings within the search area for the northern urban extension. There are several listed buildings within and around the district settlements. There are also numerous listed buildings within the Borough's rural communities and urban area of Colchester. Development close to listed buildings will need to be carefully designed to reflect their setting. All options include development within the urban area and at this stage the impact on the historic character of the Town Centre is neutral. The impact on the Town Centre will be explored as part of future work once specific sites are appraised.	If options 1A, 1B, 3A or 3B are taken forward avoiding development on land to the south of the A133 will remove the likely negative impact on heritage assets.

Development close to listed buildings will need to be carefully designed to reflect their setting. |
	Will it create a high quality and coherent public realm linking the town's assets and spaces; connecting the heritage and contemporary?	O	O	O	O	O	O		
	Will it protect and enhance the historic character of the Town Centre?	O	O	O	O	O	O		
8. To value, conserve and enhance the natural environment, natural resources and the biodiversity of the Borough	Will it maintain and enhance the landscape character of the borough?	- -	- -	-	-	- -	- -	All options include the development of sustainable new settlements on the edge of the existing urban area, which will lead to adverse effects on landscape character. The sustainable settlement to the east lies within the Wivenhoe Farmland Plateau character area. The Landscape Character Assessment (LCA) recognises that the distinctive Wivenhoe Park is one of the key characteristics of the area. The landscape planning	If the sustainable settlement to the west is taken forward sites should be allocated along the existing linear settlement corridor. One of the land
	Will it protect and enhance designated areas of the	- -	- -	- -	- -	- -	- -		

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	countryside and coastal environment?							guidelines include conserving the landscape setting of Wivenhoe and South Colchester, and conserving the open views along the Colne Valley towards Wivenhoe.
	Will it protect and improve biodiversity?	- -	- -	- -	- -	- -	- -	The sustainable settlement to the west lies within the Easthorpe Farmland Plateau. This area includes a sub-area, which comprises a linear settlement corridor extending from the western edge of Colchester. The LCA states that the landscape character is disturbed by visual, movement and noise intrusion of cars on the A12 and frequent trains on the main line. The landscape planning guidelines include ensuring that any development on the edges of Marks Tey or Copford responds to traditional settlement patterns. It is likely that the landscape impact would be less severe for the sustainable settlement to the west than the sustainable settlement to the east.
	Will it improve environmental quality in terms of water, air and soil quality?	-	-	-	-	-	-	

(continued column text:)

management guidelines in the LCA is to consider the introduction of new structure planting to shield/ mitigate the visual effects of the A12 and railway. This should form part of the sustainable settlement to the west if taken forward.

If options 3A or 3B, which include an urban extension north of the A12, are taken forward it will be important to ensure that new development maintains a gap between surrounding villages to protect their landscape character.

The appropriate assessment will consider likely effects on the Borough's Natura 2000 sites. Allocations and

Conserving the landscape setting of existing settlements, such as Boxted, Great Horkesley and West Bergholt, ensuring where appropriate that infill development does not cause linkage with the main Colchester settlement is one of the landscape planning guidelines for the Great Horkesley Farmland Plateau.

All options include proportional expansion of the district settlements. Comments about the sustainable settlement to the east apply to the expansion of Wivenhoe. West Mersea lies within the Mersea Island Coastal Farmland character area. Two of the planning guidelines are to ensure that any new small-scale development in or on the edges of West Mersea and East Mersea responds to the existing settlement pattern; and ensure any new harbourside development at West Mersea avoids the introduction of suburban styles and materials and responds to landscape setting taking into account views

								to and from the adjacent areas of open and drained estuarine marsh. Wivenhoe and West Mersea are bounded by the current coastal protection belt, which will be reviewed. The coastal protection belt exists to protect the open and rural nature of the County's undeveloped coastline. Any development within the coastal protection belt will adversely affect landscape character and should be avoided. Whilst the LCA states that the landscape setting of Tiptree and Tiptree Heath should be conserved and enhanced (Tiptree Wooded Farmland area), it does acknowledge that land uses within Tiptree's fringes assert a human influence over landscape character and landscape pattern is more fragmented and chaotic than in other parts of the character area. The LCA recognises that Tiptree Heath is an important landscape feature and development in Tiptree should avoid Tiptree Heath. Whilst adverse impacts on landscape character are likely as a result of development on the edge of Tiptree impacts are likely to be less severe than development on the edge of Wivenhoe and West Mersea. Neither of the sustainable new settlements, the urban extension or district settlements is likely to affect the Borough's most important landscape area: the Dedham Vale AONB. However, options 1B, 2B & 3B which include a proportional expansion of rural communities could affect the AONB if land is allocated for development within the AONB. All options could adversely affect the integrity of the Borough's European Sites through an increase in population leading to increased recreational disturbance. This is documented in the Habitat Regulations Assessment Screening Report and an appropriate assessment will be carried out. At this stage a negative impact on the Borough's European Sites under all	policies that are likely to affect these sites must not be taken forward. It may be possible to mitigate damage by avoiding the allocation of sites within a 15 minute walk of the nature conservation sites and provision of high quality open space. This will need to be explored as part of future work. Adverse impacts on air quality can be mitigated in part through the provision of good sustainable transport connections. Improved sustainable transport connections should be delivered as part of major improvements to the Borough's green infrastructure network. Green infrastructure has many benefits,

									options cannot be ruled out.	including sustainable transport, sustainable urban drainage, wildlife habitats, open space, and needs to be an integral part of large scale development.
									The sustainable settlement to the east includes a number of Local Wildlife Sites and a Local Nature Reserve. North of the A133 is Salary Brook, which is a Local Wildlife Site and Local Nature Reserve, Thousand Acres Local Wildlife Site and Home Wood Local Wildlife Site. South of the A133 is the extensive Wivenhoe Park Local Wildlife Site, which covers an area of 38 hectares. Owing to the extensive area covered by Wivenhoe Park development south of the A133 would have a negative impact on biodiversity. Salary Brook is a linear site, which runs along the edge of the existing urban area. It is already widely used by local residents and students accessing the university. It is considered that development in this location could be designed to be sensitive to this site, which forms an important part of Colchester's green infrastructure network. However, there is concern that Thousand Acres and Home Wood would be adversely affected by development in this area as they are located centrally within the area of search. Particularly Home Wood, which has species rich ground flora, which would be prone to tramping from increased recreational disturbance.	Sustainable urban drainage systems (SuDS) will help to mitigate impacts on soil and water quality.
									The sustainable settlement to the west includes fewer nature conservation areas than the sustainable settlement to the east. However, it includes Marks Tey Brickpit, which is a SSSI in addition to a Local Wildlife Site. SSSIs are nationally important areas of nature conservation. Development close to the SSSI has the potential to lead to adverse effects through increased levels of disturbance.	
									The northern urban extension area of search includes 2 Local Wildlife sites: Langham Road Grassland and Kiln	

Wood. There is the potential for development to adversely affect these sites through increased levels of disturbance. However, it is likely that the urban extension could avoid these areas. If options 3A or 3B are taken forward future SA work will appraise specific sites.

The Borough's district settlements are all bounded in part by nature conservation sites. Wivenhoe is bounded on the west by the Colne Local Nature Reserve and Wivenhoe Wood Local Wildlife Site, to the south by the Upper Colne Marshes SSSI, to the north by Wivenhoe Park Local Wildlife Site and to the east is Wivenhoe Cross Pits Local Wildlife Site. Mersea is bounded on most sides by the Essex Estuaries Special Area of Conservation and Blackwater Estuary Special Protection Area, Ramsar Site and SSSI. The following sites are located on the edge/ outskirts of Tiptree: Tiptree Heath SSSI, Inworth Grange Pits Local Wildlife Site, Hill Wood Local Wildlife Site and Tiptree Water Works Local Wildlife Site. All of the district settlements are bounded in part by nationally important nature conservation sites, in addition to local wildlife sites. The sites surrounding Mersea are of international importance. Expansion of the district settlements will have an adverse impact on these nature conservation sites through increased levels of recreational disturbance. The extent of the damage will depend on the amount and specific location of development.

There are also numerous Local Wildlife Sites around the Borough and development within urban Colchester (all options) and the rural communities (options 1B, 2B & 3B) will need to avoid these areas to avoid adverse effects.

The development of greenfield sites will lead to adverse

								effects on soil quality. This can be mitigated in part through the provision of sustainable urban drainage systems (SuDS). SuDS will also help to mitigate impacts on water quality. Adverse impacts on air quality are very likely to occur owing to an increase in population on greenfield land and the inevitably car usage. This can be mitigated in part through the provision of good sustainable transport connections. Adverse impacts on air quality could occur under all options, which all propose urban development in and around the Colchester urban area, by increasing traffic in the four air quality management areas.	
9. To make efficient use of energy and reduce, reuse or recycle waste	Will it reduce pollution and greenhouse gas emissions?	-	-	-	-	-	-	The development of sustainable new settlements, proposed under all options, will lead to mixed use development. Mixed use development reduces the need to travel which reduces pollution and greenhouse gas emissions from car use. Sustainable transport linkages are a core design principle of sustainable new settlements. New development however will lead to an overall increase in greenhouse gas emissions from increased trips, even if sustainable travel options are available, and through new buildings unless these are zero carbon.	To reduce greenhouse gas emissions all new buildings within the Borough should be designed to be energy efficient. Renewable energy technologies should be incorporated into the design and the garden cites should explore district heating. This should be incorporated into a sustainable buildings policy.
	Will it support the delivery of renewable energy schemes?	?	?	?	?	?	?		
	Will it help to reduce, reuse and recycle resources and minimise waste?	O	O	O	O	O	O		
10. To reduce climate change impacts, support mitigation and encourage adaptation	Will it reduce the risk of flooding?	O	O	O	O	O	O	Both sustainable new settlements, the northern urban extension and expansion of all district settlements can be delivered within areas of little/no flood risk (flood zone 1). There are areas of medium/ high flood risk to avoid, which will be looked at as part of future work. For example, southern Wivenhoe lies within flood zone 3,	Areas of flood risk within the broad areas of search of the sustainable new settlements must be avoided.
	Will it deliver effective SUDS and improve drainage?	+	+	+	+	+	+		
	Will it affect the	O	O	O	O	O	O		

	amount of water available for extraction?							there are 2 small areas north of the A12 within flood zone 3, the Roman River runs along the northern part of the area of search for the sustainable settlement to the west and Mersea is bounded on the South and West by a high flood risk area. SuDS will be essential for greenfield sites to reduce the risk of flooding and improve drainage. The government is consulting on mechanisms for the delivery and adoption of SuDS. Anglian Water is confident that they can supply water within the Colchester catchment area up until at least 2035. A policy should be included in the Local Plan requiring more water efficient homes; this should be linked or combined with a policy on energy efficiency. Growth at the scale required will mean that water network upgrades are needed. Anglian Water have advised that there is investment proposed within AMP6 (2015-2020) to increase capacity at Colchester Water Recycling Centre in order to accommodate the growth figures currently planned up to 2031. The impact on water quality will also be investigated as part of the appropriate assessment.	SuDS will be essential for greenfield sites to reduce the risk of flooding and improve drainage. Further, a flooding and SuDS policy should be included in the Local Plan.
	Will it promote water efficiency and reduce water usage levels per household?	O	O	O	O	O	O		
	Will it improve water quality?	O	O	O	O	O	O		