

The logo for 'place services' is located in the top left corner. It consists of a solid blue square with the words 'place' and 'services' stacked vertically in a white, lowercase, sans-serif font.

## **North Essex Authorities – Common Strategic Part 1 for Local Plans**

### **Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)**

#### **Environmental Report – Preferred Options:**

#### **Non-Technical Summary**

**June 2016**





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## **Glossary of Acronyms**

ALC	Agricultural Land Classification
ATLAS	Advisory Team for Large Applications
BDC	Braintree District Council
CA	Conservation Area
CBC	Colchester Borough Council
DPD	Development Plan Document
EC	European Community
ECC	Essex County Council
EEC	European Economic Community
EU	European Union
HMA	Housing Market Area
I&O	Issues and Options
LB	Listed Building
LPA	Local Planning Authority
LNR	Local Nature Reserve
LUC	Land Use Consultants
LoWS	Local Wildlife Sites
MSA	Minerals Safeguarding Area
NPPF	National Planning Policy Framework
OAN	Objectively Assessed Need
PDL	Previously Developed Land
PO	Preferred Options
PPG	Planning Policy Guidance
SA	Sustainability Appraisal
SA/SEA	Sustainability Appraisal incorporating the Strategic Environmental Assessment
SCI	Statement of Community Involvement
SEA	Strategic Environmental Assessment
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SM	Scheduled Monument
SPA	Special protection Area
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest

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TDC	Tendring District Council
TCPA	Town and Country Planning Association
UDC	Uttlesford District Council
WRC	Water Recycling Centre (previously Waste Water Treatment Works)

# 1 Introduction

## 1.1 Background

Braintree District Council, Colchester Borough Council and Tendring District Council, together forming the 'North Essex Authorities,' in conjunction with Essex County Council as a key partner in its strategic role for infrastructure and service provision, commissioned Place Services of Essex County Council to undertake an independent Sustainability Appraisal (SA) for a Common Strategic Part 1 for Local Plans. This report is the Non-Technical Summary to the main SA Environmental Report.

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

## 1.2 Common Strategic Part 1 for Local Plans

In Essex as elsewhere, the influences of population and economic growth do not stop at administrative boundaries. Settlement patterns, migration flows, commuting and strategic infrastructure needs all have significant influences within and between local authority areas.

Local Plans are the main vehicle for conveying an area's growth requirements and how these will be accommodated. However, individual local authority boundaries cannot encapsulate the geographies of issues that transcend those boundaries. Through active and on-going collaboration the authorities can plan, manage and review strategic objectives for the effective implementation of sustainable development and enhanced environments.

Consequently, the neighbouring authorities of Braintree, Colchester and Tendring have agreed to come together through a shared desire to promote sustainable growth; and the particular need to articulate the strategic priorities within the wider area and how these will be addressed. Central to this is the effective delivery of planned strategic growth, particularly housing and employment development, with the necessary supporting infrastructure. Chelmsford City Council is also within the Housing Market Area (HMA), and in preparation of its Local Plan will incorporate the relevant content of the strategic and cross-boundary policies into its Local Plan.

The Common Strategic Part 1 for the independent Local Plans of Braintree District, Colchester Borough and Tendring District Councils ensures constructive engagement between these authorities in meeting the Duty to Co-operate requirements of the Localism Act (2011) and the National Planning Policy Framework (NPPF, 2012). The geographic and functional relationship between the authorities' areas is also demonstrated by the fact that together they form the majority of a single Housing Market Area (HMA) for planning purposes.

The Common Strategic Part 1 for Local Plans is intended to form part of each of the authorities' separate Local Plan, with the main purpose of covering the strategic Local Plan requirements of:

- Articulating a spatial portrait of the area, including its main settlements and strategic infrastructure, as a framework for accommodating future planned growth;
- Setting out the numbers of additional homes and jobs across the area that will be needed covering the plan period;
- Providing a strategic vision for how planned growth in north Essex will be realised;
- Setting strategic objectives and policies for key growth topics; and

- Highlighting the key strategic growth locations across the area and the necessary new or upgraded infrastructure to support this growth.

The Local Plan for each authority will correspond to 'Part 2' in each instance.

### **1.3 The Requirement for Sustainability Appraisal**

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

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

SA examines the effects of proposed plans and programmes in a wider context, taking into account economic, social and environmental considerations in order to promote sustainable development. It is mandatory for Local Plans to undergo a Sustainability Appraisal in accordance with the Planning and Compulsory Purchase Act 2004 as amended by the Planning Act 2008, and in accordance with paragraph 165 of the NPPF.

### **1.4 Local Plan Progress of the Relevant Authorities**

#### **1.4.1 Braintree District Council Local Plan**

Braintree District Council are undertaking an 8 week public consultation on a Draft Local Plan (Preferred Options stage) in June, to which this SA report relates.

Previously, the Council consulted on a Local Plan Issues and Scoping Report in January – March 2015. Relevant to the scope of the Common Strategic Part 1 for Local Plans, the Local Plan Issues and Scoping Report highlighted the following key issues:

- Large numbers of new homes are required in the District to support the growing population;
- The District may not have enough brownfield sites (those where buildings have previously been located) to accommodate the new homes that need to be provided; and
- The Council must balance new homes with protection of the natural and historic environment.

This document highlighted the need to demonstrate that the new Plan can achieve and maintain a supply of readily available development sites for new homes, meeting a much higher target than in the past. Regarding this, and in response to the above key issues, it looked at a number of options, including:

- Focusing new homes in the existing towns and larger villages;
- Building new homes in one or more new villages;
- Dispersing new homes between all areas of the District;
- Building new homes in areas where they can provide funding for major infrastructure projects such as new roads; and
- Building new homes on the existing public transport/rail network to encourage sustainable

travel.

#### **1.4.2 Colchester Borough Council**

Consultation on a Draft Local Plan, outlining the Council's preferred options for growth in the Borough is scheduled to commence in July 2016, to which this SA also relates.

The Council consulted on an Issues and Options Local Plan in early 2015. This document included key issues regarding:

- Development of realistic housing targets for both market and affordable housing.
- Allocation of new housing sites in the most sustainable locations.
- Integrating new housing into the community by getting the right densities and character appropriate to the Borough's diverse neighbourhoods ranging from the Town Centre.
- Building housing of different types and sizes to cater for the full range of ages and needs, with particular regard to the needs of specific groups including students, families, people with disabilities, ethnic minorities such as gypsies and travellers, and older residents.
- Addressing the issue of supporting people who want to build their own homes.
- Achieving high quality sustainable housing design with policies that strike a balance between ensuring quality through standards and supporting innovation through a flexible approach.
- Seeking to ensure, in addressing all of the issues above, that the end result is the creation of high quality, sustainable places.
- Ensuring the delivery of well-located sites to support employment with particular regard to growing sectors of the economy.
- Development of policies to support new investment and help existing businesses overcome barriers to success and to help train new workers.
- Ensuring there is sufficient land across the plan period to support housing growth
- Development of a retail hierarchy which safeguards the pre-eminence of the Town Centre while supporting appropriate levels of growth in other areas.
- Review of existing Town Centre boundary, primary shopping area and primary shopping frontages.
- Development of policies for the Town Centre that help to create a balanced mix of activities in the daytime, evening and night time.
- Development of policies which support tourism, leisure, culture and the arts.

The responses to this consultation have been collated and analysed. The Council has been collecting evidence and commissioning studies which has informed the new Local Plan's evidence base. For example evidence has been gathered through a 'Call for Sites' exercise whereby the Council invited proposals for new uses of land in the Borough for potential inclusion in the new Local Plan. In addition these sites have been assessed thoroughly in a Strategic Land Availability Assessment, which explored the suitability, availability and achievability of all land use proposals proposed in the Borough.

### 1.4.3 Tendring District Council

The District Council intends to provide the public with a chance to make representations on a Preferred Options Local Plan in July 2016, in line with their Statement of Community Involvement (SCI) and through best practice in plan-making. This consultation ensures that the plan-making process is transparent and is informed to also ensure the best possible outcomes for the District.

Tendring District Council consulted on an Issues and Options Local Plan in 2015. Representing the first stage in the plan-making process, this involved the LPA exploring 'issues and options' across the District in order to develop spatial strategy selection and scenarios surrounding growth. The key issues emanating from and included within the Issues and Options covered needs to:

- Plan for the right number of new homes, of the right size, type and tenure to be built and in the right locations for current and future generations
- Meet the challenges presented by a lack of brownfield land
- Build homes to boost the economy by building more homes and increasing the population in the right locations to boost the demand for goods and services, unlock land for businesses and deliver new infrastructure
- Support growth locations and prioritising economic development projects
- Target growth sectors and promote sectors of the economy with greatest potential for significant growth in the future
- Improve knowledge and skills through working with businesses, schools and colleges to provide the training and work experience the residents need to address shortages in skills
- Support existing businesses through working closely with existing businesses, supporting them to expand and diversify

The development of 'issues and options', and their subsequent SA, ensures that the LPA is making every effort to meet housing needs. The Issues and Options Local Plan 2015 looked at broad locations for growth.

In addition, a number of additional growth options or scenarios have been developed alongside additional options for the distribution of growth in different areas of the District as can be considered reasonable. These are in consideration of available land as put forward for allocation in a call-for-sites exercise that ran concurrently with the Issues and Options consultation.

The identification of these options responded to the requirement to meet the full objectively assessed need over the plan period, particularly in light of the criticisms of the previous Local Plan that was halted in 2014, and the options were considered to be extensive, definitive and reasonable for exploration at that stage.

## 2 Key Sustainability Issues and Sustainability Objectives

### 2.1 Introduction

The SA Process requires the identification of key sustainability issues and problems facing the Strategic Area which assist in the finalisation of a set of relevant Sustainability Objectives.

Sustainability Objectives are also drawn from an amalgamation of the SA Scoping Report of each authority's Local Plan in order to align the separate SAs of both the Common Strategic Part 1 for Local Plans and individual Local Plans (representing Part 2 in each authority).

The appraisal of the Common Strategic Part 1 for Local Plans will be able to evaluate, in a clear and consistent manner, the nature and degree of impact and whether significant effects are likely to emerge from the Common Strategic Part 1 for Local Plan's proposed content.

### 2.2 The Issues and Objectives

The following table outlines the stages which led to the formulation of the Sustainability Objectives for the Common Strategic Part 1 for Local Plans, which were based on key sustainability issues and considerations for the whole Strategic Area. It also sets out the state of the environment that could be expected in the absence of the Common Strategic Part 1 for Local Plans.

**Table 1: Key Sustainability Issues and Sustainability Objectives**

Key Issues	Description / Supporting Evidence	Sustainability Objective (SO)
Social integration	Some of the highest increases in populations county-wide are forecast to be in Colchester Borough and Tendring District and there is a need to integrate new communities with existing ones.	1) Create safe environments which improve quality of life, community cohesion
Quality of life	Tendring has the highest level of deprivation for a local authority within Greater Essex.	
Population growth	The latest population trend data shows that the population in the HMA area is growing annually.  The area's population has been projected to increase (ONS, 2014) to 2021. Some of the highest increases in populations county-wide are forecast to be in Colchester Borough and Tendring District.	2) To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford
The need for specific housing types	There is an identified need for more starter homes and housing for older people.	
Affordable housing	In 2014/15, 3.8% of the net dwelling completions, which accounts for 10 dwellings, were affordable within Tendring, as opposed to 73.9% in Braintree and 40.0% in Colchester. This data indicates that affordable housing is an issue, particularly in Tendring and to a lesser extent, in Colchester.	

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Key Issues	Description / Supporting Evidence	Sustainability Objective (SO)
Ageing population	The population structure in Colchester is more weighted towards 20-44 year olds, similar to the trends in Braintree but with less dominance in this age group. Contrastingly, Tendring has a higher population of people aged over 65. This age group is also predicted to increase over Local Plan periods.	
Gypsy and Traveller requirements	Tendring has seen no increase in Gypsy and Traveller provisions since January 2014. Caravan counts in Braintree have increased since January 2014, but with fluctuations in measuring periods between 2014 and 2016 due to unauthorised sites being removed from the statistics, presumably due to eviction or inclusion in the statistics for tolerated sites. A similar trend is apparent in Colchester.	
Healthcare services	Health services in the Strategic Area are either underprovided or otherwise oversubscribed. Life expectancy of residents within Tendring District is lower than the regional and national averages with men living for an average of 78.7 years and women on average living 82.0 years. Braintree and Colchester have higher life expectancies for men and women than the national figures, but are both below the regional figures.	3) To improve the health of the District's residents and mitigate/reduce potential health inequalities
Participation in sport and obesity	Participation in sport has seen a reduction in Tendring and Colchester, and Braintree also has reduced overall since 2012-13. In addition, obesity in Tendring is more prevalent than Braintree, Colchester, the region and the nation.	
Business start ups	Compared to sub-national and national figures, Tendring district has experienced a lower start up rate and a lower de-registration rate of businesses indicating a slightly less robust local economy. Braintree and Colchester are more in line with the county and national business registration and de-registration rates.	4) To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways
Rural employment	Tendring District is predominantly rural in nature; however the majority of businesses are located in an urban location. The majority of businesses in Colchester are in urban areas.	
Commuting patterns	All the authorities registered significant proportions of residents travelling outside to other local authority areas to find employment. Just 59.9% of residents in Braintree remained in the District for their work, which was the lowest percentage of the Districts and Boroughs. Tendring was the next highest, followed by Colchester with the lowest proportion of residents travelling elsewhere for employment.	

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Key Issues	Description / Supporting Evidence	Sustainability Objective (SO)
International and European wildlife designations	In the Plan Area there are a number of Ramsar sites which include Hamford Water, and parts of the Colne and Blackwater estuaries which include coastal areas, estuaries, rivers and lakes/reservoirs. These Ramsar sites are also SPAs. There is also one SAC in the area: a large coastal area known as Essex Estuaries	5) To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity
National and local wildlife designations	There are a number of National Nature Reserves, SSSIs, Local Wildlife Sites and Local nature Reserves in the strategic area.	
Car ownership	Tendring and Colchester are above the regional and national averages for households owning 1 or more cars, in contrast with Braintree which is lower.	6) To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion
Congestion	Congestion is common on specific sections of the Council-managed network.	
Air quality	There are a number of AQMAs in Colchester	
Congestion and interconnectivity	There are network efficiency issues on a number of strategic inter-urban routes which are operating at or near to capacity. The Government-managed A12 has recognised issues with poor reliability and delays.	7) To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary transport infrastructure to support new development
Transport infrastructure	There is a strategic need for transport infrastructure improvements associated with the A12 and A120	
Rural transport	The strategic area is largely rural in nature, and rural public transport services and interconnectivity is poor.	
Educational achievement	Tendring on average has lower proportions of students achieving KS4 results across all measures when compared with Braintree and Colchester. This trend extends to adult qualifications, where Braintree and Colchester are above regional and national averages for adults with NVQ1 level qualifications or higher. In general, Tendring has a less educated population than Braintree, Colchester, the sub region and nation.	8) To improve the education and skills of the population
School capacity	School capacities are forecast to be in deficit, when adjusted for new housing requirements	
Heritage assets at risk	According to the Heritage at Risk Register (2016), there are 15 assets listed as being at risk in Tendring. This consists of 7 Scheduled Monuments, 4 Listed Buildings and 4 Conservation Areas. There are 7 assets listed as being at risk in Braintree. This	9) To conserve and enhance historic and cultural heritage and assets and

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Key Issues	Description / Supporting Evidence	Sustainability Objective (SO)
	consists of 3 Scheduled Monuments, 2 listed places of worship and 2 Conservation Areas. There are 10 assets listed as being at risk in Colchester. This consists of 4 Scheduled Monuments, 2 listed places of worship, 1 Listed Building and 3 Conservation Areas.	townscape character?
Listed buildings	There is a concentration of listed buildings in the district of Braintree and also around historic towns such as Colchester.	
Historic towns	Colchester is the country's oldest town and the historic environment should be effectively protected and valued for its own sake, as an irreplaceable record which contributes to our understanding of both the present and the past.	
Renewable energy use	Tendring District, Colchester Borough and Braintree District all consume more energy from non-renewable sources as a percentage of their consumption compared to the East of England as a whole	10) To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation.
Water scarcity and management	Water management is challenging given the combination of high development growth and it being one of the driest counties in England. In respect of water quantity a significant portion of the resource is considered to be 'water stressed'; the resource availability status of rivers and aquifers show that they are generally over abstracted; and not self-sufficient in relation to local sources of water supply and needs to import substantial quantities of water to satisfy existing demand	11) To improve water quality and address water scarcity and sewerage capacity
Fluvial flood risk	Although flooding cannot be completely prevented, its impacts can be avoided and reduced through effective planning and land management. The National Planning Policy Framework seeks to avoid inappropriate development in areas at risk of flooding, but where development is necessary, to ensure that it is safe and does not increase flood risk elsewhere.	12) To reduce the risk of fluvial, coastal and surface water flooding
Surface water flood risk	Surface water flood risk is relatively high with all main settlements assessed being ranked in the top 1,000 settlements most susceptible to surface water flooding.	
Coastal flood risk	Significant levels of flood risk have been identified along the Essex coast and inland along river stretches.	
Air quality	There have been general reductions on the average energy consumption on roads in the area. Similar reductions are apparent	13) To improve air

Key Issues	Description / Supporting Evidence	Sustainability Objective (SO)
	on the majority of roads throughout all authorities with the exception of minor roads in Colchester.	quality
AQMAs	There are a large number of AQMAs in the town of Colchester.	
AONB pressures	There is one AONB, Dedham Vale, which lies on the border of Suffolk and Essex in Colchester Borough covering an area of 90 sq km. It has been designated such because it is an exceptional example of a lowland river valley and plans are being explored to extend this designation westward.	14) To conserve and enhance the quality of landscapes
Agricultural land and soil quality	There are significant areas of Grade 1 agricultural land within Tendring, and smaller areas within Colchester Borough.	15) To safeguard and enhance the quality of soil and mineral deposits?
Preserving mineral deposits	The area has extensive deposits of sand and gravel. The sand and gravel resources in Essex are significant in national, sub-national and local terms - Essex is one of the largest producers in the UK; most geographically extensive and significantly mixed within the centre and north of Essex – namely the districts of Uttlesford, Braintree, Chelmsford, Colchester and Tendring.	

### 2.3 The Approach to Assessing Policies within the Sustainability Appraisal

The following framework sets out the method for the assessment of the Common Strategic Part 1 for Local Plan’s policies, building on the Sustainability Objectives previously highlighted.

**Table 2: Sustainability Framework for Assessing the Level of Growth & Strategic Objective Options**

SA Objective	SA Criteria
1) Create safe environments which improve quality of life, community cohesion	<ul style="list-style-type: none"> <li>- Does it seek to improve / supply community facilities for young people?</li> <li>- Does it seek to increase cultural activities or suitable development to stimulate them?</li> <li>- Does it seek to support cultural identity and social inclusion?</li> <li>- Will there be measures to increase the safety and security of new development and public realm?</li> </ul>
2) To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford	<ul style="list-style-type: none"> <li>- Will it increase the range and affordability of housing to support the growing population and for all social groups?</li> <li>- Does it respond to the needs of an ageing population?</li> <li>- Does it seek to provide appropriate rural affordable housing?</li> <li>- Will it deliver well designed and sustainable housing?</li> <li>- Will it contribute to meeting Gypsy and Traveller pitch requirements of the GTAA?</li> </ul>

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SA Objective	SA Criteria
<p>3) To improve the health of the District's residents and mitigate/reduce potential health inequalities</p>	<ul style="list-style-type: none"> <li>- Will it ensure access to health facilities?</li> <li>- Will it ensure access to sport and recreation facilities, open space and accessible green space?</li> <li>- Will it encourage access by walking or cycling?</li> </ul>
<p>4) To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways</p>	<ul style="list-style-type: none"> <li>- Will it improve the delivery of a range of employment opportunities to support the growing population?</li> <li>- Will it tackle employment associated deprivation?</li> <li>- Does it seek to prevent loss of retail and other services in rural areas?</li> <li>- Does it promote and enhance the viability of existing centres by focusing development in such centres?</li> <li>- Will it enhance the area's potential for tourism?</li> <li>- Will it promote development of the ports?</li> <li>- Will it encourage the rural economy and diversification of it?</li> <li>- Will it support business innovation, diversification, entrepreneurship and changing economies?</li> </ul>
<p>5) To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity</p>	<ul style="list-style-type: none"> <li>- Will development have a potential impact on a national, international or European designated site (SPA, SAC, Ramsar, SSSI)?</li> <li>- Will it maintain and enhance sites otherwise designated for their nature conservation interest?</li> <li>- Will it conserve and enhance natural/semi natural habitats?</li> <li>- Will it conserve and enhance species diversity, and in particular avoid harm to indigenous BAP priority species?</li> </ul>
<p>6) To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion</p>	<ul style="list-style-type: none"> <li>- Will it increase and/or improve the availability and usability of sustainable transport modes?</li> <li>- Will it seek to encourage people to use alternative modes of transportation other than private vehicle?</li> <li>- Will it lead to the integration of transport modes?</li> <li>- Will it improve rural public transport?</li> <li>- Does it seek to increase the uptake or viability of walking and cycling as methods of transportation, through new infrastructure or integration?</li> </ul>
<p>7) To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary transport infrastructure to</p>	<ul style="list-style-type: none"> <li>- Will it contribute positively to reduce social exclusion by ensuring access to jobs, shopping, services and leisure facilities for all?</li> <li>- Does it seek to concentrate development and facilities where access via sustainable travel is greatest?</li> <li>- Does it seek to minimise congestion at key destinations / areas that witness a large</li> </ul>

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SA Objective	SA Criteria
support new development	amount of vehicle movements at peak times? - Would the scale of development require significant supporting transport infrastructure in an area of identified need?
8) To improve the education and skills of the population	- Does it seek to improve existing educational facilities and/or create more educational facilities? - Does it seek to improve existing training and learning facilities and/or create more facilities? - Will the employment opportunities available be mixed to suit a varied employment skills base? - Will new housing be supported by school expansion or other educational facilities where necessary?
9) To conserve and enhance historic and cultural heritage and assets and townscape character?	- Will it protect and enhance designations, features and areas of historical, archaeological and cultural value in both urban and rural areas? - Will it have a negative impact on the significance of a designated historic environment asset or its setting? - Does it seek to enhance the range and quality of the public realm and open spaces? - Will it reduce the amount of derelict, degraded and underused land? - Does it encourage the use of high quality design principles to respect local character? - Will / can any perceived adverse impacts be reduced through adequate mitigation?
10) To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation.	- Will it reduce emissions of greenhouse gases by reducing energy consumption? - Will it lead to an increased generation of energy from renewable sources? - Will it encourage greater energy efficiency? - Will it improve the efficient use of natural resources, minimising waste and promoting recycling?
11) To improve water quality and address water scarcity and sewerage capacity	- Will it lead to no deterioration on the quality of water bodies? - Will water resources and sewerage capacity be able to accommodate growth?
12) To reduce the risk of fluvial, coastal and surface water flooding	- Does it promote the inclusion of Sustainable Drainage Systems (SuDS) in new developments and will their integration be viable? - Does it seek to avoid development in areas at risk of flooding (fluvial, coastal, surface water)? - Does it seek to avoid increasing flood risk (fluvial, surface water, groundwater) in areas away from initial development?
13) To improve air quality	- Will it improve, or not detrimentally affect air quality along the A12 or A120?

SA Objective	SA Criteria
	<ul style="list-style-type: none"> <li>- Does it direct growth away from AQMAs?</li> <li>- Does it seek to improve or avoid increasing traffic flows generally?</li> </ul>
14) To conserve and enhance the quality of landscapes	<ul style="list-style-type: none"> <li>- Will landscapes sensitive to development be protected?</li> <li>- Will it lead to rural expansion or development outside development boundaries/limits that increases coalescence with neighbouring settlements?</li> <li>- Is the scale / density of development in keeping with important and valued features of the local landscape?</li> </ul>
15) To safeguard and enhance the quality of soil and mineral deposits?	<ul style="list-style-type: none"> <li>- Will it avoid the loss of high quality agricultural land?</li> <li>- Will it avoid the sterilisation of mineral deposits / is the site within a Minerals Safeguarding Area (MSA)?</li> <li>- Will it support or lead to the remediation of contaminated land, avoiding environmental pollution or exposure of occupiers or neighbouring land uses to unacceptable health risk?</li> </ul>

The strength of impacts can vary dependant on the relevance of the policy content to certain sustainability objectives or themes. Where the policies have been appraised against the Sustainability Objectives the basis for making judgements within the assessment is identified within the following key:

Possible impact	Basis for judgement
++	Strong prospect of there being significant positive impacts
+	Strong prospect of there being minor positive impacts
+/?	Possibility of either positive or negative impacts, or general uncertainty where there is a lack on current information (to be elaborated in commentary in each instance)
0	No impact
N/A	Not applicable to the scope or context of the appraised content
-	Strong prospect of there being minor negative impacts and mitigation would be possible
--	Strong prospect of there being significant negative impacts with mitigation unlikely to be possible (pending further investigation)

## 2.4 The Approach to Assessing Sites within the Sustainability Appraisal

The following framework sets out the methodology for the appraisal of sites within the Sustainability Appraisal. It stems from a number of Garden City Principles which have been developed by the Town and County Planning Association (TCPA) for the assessment of large sites, in this case called 'Garden Communities,' in order to explore and maximise their

sustainability.

The framework sets out the relevant TCPA Garden City Principles and any other considerations required. This framework has been developed in order to capture each principle of a successful Garden Community, with evidence of local considerations in the area of the three authorities.

**Table 3: Sustainability Framework for Assessing Garden Community Options**

Objective	Corresponding Garden City Principle(s) and any additional considerations
1. Physical Limitations – Absence of insurmountable problems (e.g. access, ground conditions, flood risk, hazardous risks, pollution, contamination and air quality)	<ul style="list-style-type: none"> <li>- Absence of insurmountable problems (ground conditions, flood risk, hazardous risks, pollution, contamination and air quality)</li> <li>- Incorporation of SUDS.</li> </ul>
2. Impacts – Acceptable impacts on high quality agricultural land, important landscape features, townscape features, sites of nature conservation interest and heritage assets	<ul style="list-style-type: none"> <li>- Reflect a fusion of the best of the past while embracing new materials and the needs of modern living</li> <li>- Acceptable impacts only on sites of nature conservation interest.</li> <li>- A surrounding belt of countryside to prevent sprawl, well connected and biodiversity rich public parks, and a mix of public and private networks of well-managed, high-quality gardens, tree-lined streets and open spaces.</li> <li>- Acceptable impacts only on high quality agricultural land, important landscape features.</li> </ul>
3. Environment/Amenity – Acceptable relationship with and impact on occupiers of existing properties and neighbouring areas/towns (maintaining adequate separation)	<ul style="list-style-type: none"> <li>- Acceptable relationship only with and impact on occupiers of existing properties and neighbouring areas / towns (maintaining adequate separation)</li> </ul>
4. Transport – Incorporation of integrated and accessible sustainable transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport	<ul style="list-style-type: none"> <li>- New Garden Cities should be located only where there are existing rapid public transport links to major cities, or where real plans are already in place for its provision.</li> <li>- Walking, cycling and public transport should be the most attractive and prioritised forms of transport in the garden city.</li> <li>- Ensure a comprehensive and safe network of footpaths and cycleways throughout the development, and public transport nodes within a short walking distance of all homes.</li> <li>- Where car travel is necessary, consideration should be made of shared transport approaches such as car clubs.</li> </ul>
5. Resilience - Positive contribution towards maintaining resilient town centres and identified regeneration and development priority areas and	<ul style="list-style-type: none"> <li>- Positive contribution towards town centres.</li> <li>- Positive contribution towards identified regeneration priority</li> </ul>

Objective	Corresponding Garden City Principle(s) and any additional considerations
institutions (including Essex University)	areas and institutions
<p>6. Housing – Provision of a mix of tenures, including affordable homes and a range of housing types (including self-build/custom build and gypsy and traveller pitches).</p>	<ul style="list-style-type: none"> <li>- Garden Cities (should be) part of a wider strategic approach to meeting the nation’s housing needs.</li> <li>- An appropriate number homes in a new Garden City must be ‘affordable’ for ordinary people.</li> <li>- Provide mixed-tenure homes and housing types that are genuinely affordable for everyone</li> <li>- An appropriate percentage of the homes that are classified as ‘affordable’ must be for social rent.</li> <li>- Consider life-time homes and the needs of particular social groups, such as the elderly.</li> <li>- A range of housing types including self-build / custom build and gypsy and traveller pitches</li> <li>- Aspire to the very best domestic and commercial architecture with sensitivity to local vernacular design and materials.</li> <li>- New Garden Cities should include opportunities for people to build their own home (either alone or collectively), and set aside land for future community needs.</li> </ul>
<p>7. Employment Opportunities – Provision for a wide range of local jobs within easy commuting distance from homes</p>	<ul style="list-style-type: none"> <li>- New Garden Cities must provide a full range of employment opportunities, with the aim of no less than one job per new household being easily accessible</li> <li>- There should be a robust range of employment opportunities in the Garden City itself, with a variety of jobs within easy commuting distance of homes.</li> </ul>
<p>8. Mixed-use Opportunities – Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.</p>	<ul style="list-style-type: none"> <li>- Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods</li> </ul>
<p>9. Environmental Quality &amp; Sustainability – Incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SUDS and zero-carbon/energy-positive technology to ensure climate resilience.</p>	<ul style="list-style-type: none"> <li>- Create shared spaces for social interaction and space for both formal and informal artistic activities, as well as sport and leisure activities.</li> <li>- Strong emphasis should be placed on homes with gardens and on space for both allotments and community gardens and orchards to provide for healthy local food.</li> <li>- Garden Cities are places of cultural diversity and vibrancy with design contributing to sociable neighbourhoods. This means, for example, shaping design with the needs of children’s play, teenage interests and the aspirations of elderly</li> </ul>

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Objective	Corresponding Garden City Principle(s) and any additional considerations
	<p>in mind.</p> <ul style="list-style-type: none"> <li>- Net gain to biodiversity is secured through master plans which link generous private and community gardens with wider public green and blue space and ultimately with strategic networks of green infrastructure and habitat creation.</li> <li>- Garden Cities must demonstrate the highest standards of technological innovation in zero carbon and energy positive technology to reduce the impact of climate emissions.</li> <li>- In building standards, a requirement for innovation beyond zero carbon and in the use of materials and construction techniques.</li> </ul>
<p>10. Developability / Deliverability - The growth area is available, commercially attractive, and capable of delivering necessary physical/social/green infrastructure and could be viably developed within [6-10] years.</p> <p>Satisfactory mechanisms are in place to capture increase in land value to meet infrastructure costs and manage and maintain assets in the long term</p>	<ul style="list-style-type: none"> <li>- Capture rising land values created by the development of the town can repay infrastructure costs</li> <li>- Be commercially attractive with strong market conditions and value potential</li> <li>- Availability of land being put forward for development with active landowner/developer interest</li> <li>- Scope for delivery structures through active and positive public and private sector engagement</li> </ul>

The basis for making judgements within the assessment of Garden Communities is identified within the following key:

Possible impact	Basis for judgement
++	Strong prospect of fully meeting criteria with significant wider benefits
+	Reasonable prospect of fully meeting criteria
+/?	Reasonable prospect of partially meeting criteria
-	Unlikely to fully meet criteria however mitigation possible regarding impacts
--	Unlikely to meet criteria without significant negative impacts (pending further detailed investigation regarding mitigation)

### 3 The Appraisal of the Common Strategic Part 1 for Local Plans

#### 3.1 Key points from the assessment of policies SP1-SP7

The following table sets out the combined long term sustainability impacts assessed in the individual appraisal of each policy as well as that of the Vision and the Strategic Objectives of the Common Strategic Part 1 for Plans.

Policy	Sustainability Objectives (SO)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Vision	N/A	++	++	++	++	++	++	N/A	++	N/A	N/A	N/A	N/A	N/A	N/A
Objs	+	++	++	++	N/A	++	++	++	+	+	N/A	N/A	N/A	N/A	N/A
SP1	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
SP2	N/A	++	N/A	++	N/A	N/A	N/A	+	N/A						
SP3	N/A	++	N/A	++	N/A	N/A	N/A	++	N/A						
SP4	N/A	N/A	++	++	0	++	++	++	N/A	0	0	N/A	N/A	N/A	N/A
SP5	++	N/A	+	N/A	+	++	++	N/A	+	+	++	+/?	+	0	N/A
SP6	+	++	++	++	+/?	++	++	++	+	+	N/A	N/A	+	+/?	N/A
SP7	++	++	++	++	++	++	++	++	+/?	+	++	+	+	+	0

The following key points can be made regarding the appraisal of the preferred options:

- The strategic vision for the area will have short and medium term positive impacts on housing and employment related Sustainability Objectives (SO2 and SO4 respectively). The significance of these impacts will increase in the long term with the principle of sustainable Garden Communities being developed as part of a sustainable strategy for growth and in response to objectively assessed housing and employment needs, and also their wider benefits. This will also be the case for health (SO3), the natural environment (SO5), and the historic environment (SO9) through the provision of green infrastructure, new and expanded education and health care facilities and recreational land and also the protection and enhancement of countryside and heritage assets. There will additionally be significant long term impacts on ensuring the necessary transport infrastructure to support new development (SO7) in line with the emergence of the Garden Communities in the latter stages of the three authorities' Local Plan periods.
- There will be positive impacts associated with housing need (SO2) targets and also employment growth (SO4), progressing to significant positive impacts in the long term associated with the requirement that Garden Communities be forthcoming to meet residual or unmet need. This is due to the number of new homes being needed to provide sufficient labour to meet the number of forecast jobs, as per the methodology behind the identification of the need in the OAN Report, and the need to provide a range of employment opportunities in association with Garden City Principles.

- Employment forecasts have an underlying principle: that planning for housing, economic land uses and community facilities / services should be integrated, so that the demand for labour is fulfilled and there is no unsustainable commuting. The principle of these links to identifying future job growth to housing provision is a key tenet of sustainability and as such, there will be further significant positive impacts associated with employment and housing.
- The principles behind the Spatial Strategy will have a large number of significant positive impacts on the Sustainability Objectives, most notably on those that correspond to housing delivery (SO2), economic growth (SO4) and accessibility (SO7). The short and medium term impacts of these are related to the notion that development will be accommodated within or adjoining settlements according to their scale and existing role both within each individual district; these correspond to the NPPF requirements of each LPA in the formulation of a Local Plan and offers a local distinctiveness to the strategic area relevant to local needs and communities.
- Further long term significant positive impacts associated with Garden Communities can be expected to be realised on health (SO3), through the integration and requirement of suitable facilities and open space and recreation requirements; sustainable travel (SO6) through the requirements of sustainable transportation means to be provided, and education and skills (SO8) through the provision of primary, secondary and early years facilities as per Garden City Principles and Essex County Council infrastructure requirements.
- Minor positive impacts can be expected through Garden Community developments associated with townscapes (SO9) through a combined alleviation of pressures on existing settlements at the expected scale and also in conjunction with design expectations and opportunities. This focus away from the expansion of existing settlements will also not alleviate air quality pressures in settlements (SO13) and also offer opportunities for renewable energy generation (SO10).
- Uncertain impacts can be expected to arise from the principle of Garden Communities regarding the natural environment (SO5) and landscapes (SO14) through the development of green field land, however it should be acknowledged that at the specified scale, and commensurate with the density requirements of Garden City Principles, Garden Communities are capable of mitigating such concerns effectively and can even lead to opportunities regarding biodiversity gain.
- There will be significant positive impacts associated with those Sustainability Objectives related to infrastructure delivery that would specifically be related to strategic level growth and stimulated by it across the Strategic Area; these being health (SO3), sustainable transport (SO6) and education (SO8).
- Policy SP6 could be more explicit as to the requirements of new development in regards to the historic environment and assets (SO9) and also possible biodiversity gain (SO5). The Policy could also respond to aspirations to increase renewable energy generation (SO10) in strategic scale development opportunities. There is also scope for the policy to include principles related to surface water flood risk (SO12) and in particular SuDS; for this reason uncertain impacts have been highlighted at present. It should be acknowledged however that significant positive impacts can be expected to arise from relevant individual LPA Local Plan policies, which can also respond better to requirements for local distinctiveness in that

context.

- Heritage assets exist across all of the broad Garden Community areas; additionally the sites could potentially contain archaeological remains that would need to be excavated. In consideration of this, Policy SP7 could include a principle that Masterplans seek ways to achieve quality and active management of heritage assets and the historic environment as part of a positive strategy for their conservation and enjoyment.

### 3.2 Key points from the assessment of Garden Community options

Options have been identified through the three authorities' respective Local Plan call-for-sites processes. The threshold for the identification of what constituted a reasonable Garden Community option was 4,000 dwellings based on that of the threshold for the required provision of a new secondary school; a key building block for a community of sufficient scale for residents to meet majority of day to day needs.

The following represent all of the Garden Community options that were proposed by developers / landowners within the Strategic Area (please note that the indicative yields presented are for each option in its entirety and beyond those which can be delivered in the Plan period):

Option	Sub-Option	Reference number for purposes of assessment	Indicative dwelling yield and amount of mixed use / employment land (ha)	Reason for selection / rejection
East Colchester	Option 1: Southern Land Focus	GCEC1	- 6,611 homes - 7 ha mixed use - 5 ha employment land	The broad area of East Colchester has been selected as a preferred option for a new Garden Community due to its ability to stimulate required infrastructure delivery and adhere to Garden City Principles in a largely unconstrained area.
	Option 2: A133 to Colchester - Ipswich rail line	GCEC2	- 8,834 homes - 10 ha mixed use - 5 ha employment land	
	Option 3: North to South wrap	GCEC3	- 11,409 homes - 13 ha mixed use - 7 ha employment land	
North Colchester	Option 1: East of Langham Lane focus	GCNC1	- 6,606 homes - 7 ha mixed use - 7 ha employment land	The broad area of North Colchester has been rejected as a preferred option for a new Garden Community due to the limited scope for maximum sustainable benefits associated with adhering to Garden City principles.
	Option 2: Maximum Land Take	GCNC2	- 10,132 homes - 10 ha mixed use - 10 ha employment land	
West of Colchester /Marks	Option 1: North and South of A12 / Rail Corridor Focus	GCWC1	- 16,861 homes - 9 ha mixed use	The broad area of West of Colchester / Marks Tey has been selected as a preferred

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Option	Sub-Option	Reference number for purposes of assessment	Indicative dwelling yield and amount of mixed use / employment land (ha)	Reason for selection / rejection
Tey			- 10 ha employment land	option for a new Garden Community due to its ability to stimulate required infrastructure delivery and adhere to Garden City Principles in a largely unconstrained area.
	Option 2: South of A120 and North of Marks Tey Existing Settlement	GCWC2	- 17,182 homes - 9 ha mixed use - 11 ha employment land	
	Option 3: South of A120 Focus	GCWC3	- 13,105 homes - 7 ha mixed use - 9 ha employment land	
	Option 4: Maximum Land Take	GCWC4	- 27,841 homes - 16 ha mixed use - 15 ha employment land	
West of Braintree	Option 1: Braintree DC only	GCWB1	- 9,665 homes - 12 ha mixed use - 10 ha employment land	The broad area of West of Braintree has been selected as a preferred option for a new Garden Community. As Uttlesford District Council are not currently contributing to the work undertaken by the North Essex Authorities, and are located within a different Housing Market Area, option GCWB2 can be rejected at this stage in so far as the option does not respond to the scope and context of the Common Strategic Part 1 for Local Plans.
	Option 2: Braintree DC and Uttlesford DC Land	GCWB2	- 12,949 homes - 16 ha mixed use - 13 ha employment land	

The appraisal of the Garden Community Options has been undertaken using all available information, including the findings of a Site Options and Performance Review undertaken by consultants AECOM, who have been commissioned to undertake a concept feasibility study on behalf of the North Essex Authorities.

The following table sets out the assessed sustainability impacts of all reasonable Garden Community options explored.

Garden Community Option	Sustainability Objectives (SO)									
	1	2	3	4	5	6	7	8	9	10
GCEC1	+/?	+/?	++	+	++	++	++	++	++	++
GCEC2	+/?	+/?	++	+	++	++	++	++	++	+
GCEC3	+/?	+/?	+	+/?	++	++	++	++	++	+
GCNC1	-	-	-	+/?	+	++	++	++	++	+/?
GCNC2	-	-	-	+/?	+	++	++	++	++	+/?
GCWC1	+/?	+/?	+/?	+	+	++	++	++	++	+/?
GCWC2	+/?	+/?	+/?	+	+	++	++	++	++	+/?
GCWC3	+/?	+	+/?	+	+	++	++	++	++	+/?
GCWC4	+/?	-	++	+/?	+/?	++	++	++	++	+/?
GCWB1	+	+/?	++	+/?	+/?	++	++	++	++	+
GCWB2	+	+/?	+	+/?	+/?	++	++	++	++	+

The following key points can be made regarding the appraisal of specific Garden Community options:

### 3.2.1 East Colchester Options: GCEC1 (Southern land Focus), GCEC2 (A133 to Colchester - Ipswich Rail Line) and GCEC3 (North to South wrap)

- Access will be dependent on the A120 and A133 and requires an access strategy. Regarding GCEC2 and GCEC3, the Great Eastern Mainline creates severance, bisecting movements to the North West (and south in regard to GCEC3); however there are three vehicular bridges in place which could be upgraded. Despite these considerations, the scale of the proposal has a reasonable prospect of overcoming them in meeting Garden City Principles.
- The valley slopes following Salary Brook can be utilised as green infrastructure.
- Surface water networks are at capacity, the Colchester Water Recycling Centre is near capacity (but can be expanded in response to developer demand) and gas and electricity network reinforcement would also be needed; however none of these limitations can be considered insurmountable of any proposal at the scale of the three options.
- All options contain Grade 1 Agricultural Land along much of the eastern boundary; however the requirements for a belt of countryside to prevent sprawl has scope for its protection.
- The existing natural landscape and ecological features within the options such as Salary

Brook, Welsh Wood, woodland, ancient woodland and a network of intact hedgerows and associated veteran trees, land drains and ditches, if protected, conserved and enhanced, have the potential to form key landscape structuring components of the Garden Community and related green infrastructure network.

- GCEC3 contains a SSSI (Bullock Wood) which is likely to require more sensitive consideration in regard to preservation and enhancement as part of a belt of countryside to prevent coalescence with Colchester.
- Options GCEC1 and GCEC2 will have positive impacts associated with the topography of the area constraining views into and across the sites, which are assessed as reducing the visual impacts of any Garden Community.
- The existing Local nature Reserves of Salary Brook and Welsh Wood create the basis of an established and high quality buffer between Colchester and any new Garden Communities to the west, and there are no other existing settlements to the east that would be affected by any of the options at their stated scales.
- Option GCEC3 has considerations regarding the A137 Harwich Road which bisects the small settlement of Fox Street. Maintaining a clear separation of this settlement may fragment the wider development, in particular that area to the north of the railway line.
- Regarding options GCEC1 and GCEC2, the presence of the Great Eastern Mainline and rail links at Hythe exist as a rapid public transport link to Colchester, ensuring that the principle of ensuring rail links exist; it would be likely however that a new station would be needed. In addition, existing strategic and local bus networks currently set down and pick-up in close proximity to both sites. Option GCEC3 has been assessed as having the same considerations, however due to the spatial size of the site it is likely that a further level of site wide connectivity will be required.
- All Options have all been assessed as making a significantly positive impact on the town centre of Colchester, due largely to the options' proximity to the town centre of Colchester, the University and identified regeneration areas in east Colchester. Access to the town centre railway station, accessible from the Hythe station at present and via other public transport means ensures that direct access to the town centre and regeneration areas in the east of the town centre has the potential to be maximised in a sustainable manner.
- All of the Garden Community Options can be expected to have significantly positive impacts on housing, employment, mixed-use development opportunities and the incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles.
- It should be possible to commence development in the emerging plan period to 2032, with on and off-site infrastructure solutions identifiable and likely deliverable. Adequate lead-in time is considered to exist for the required planning, funding and delivery of major infrastructure works needed to accommodate the continued development and growth of the Garden Community beyond 2032. Options GCEC2 and GCEC3 are assessed as having more uncertainty regarding delivery in the plan period, due to increasing levels of fragmented land ownership associated with larger indicative scales of development; however the principle of these options being able to meet the aspirations of the sustainability objective and related Garden City Principles is not in question.

### 3.2.2 North Colchester Options: GCNC1 (East of Langham Lane Focus) and GCNC2 (Maximum Land Take)

- For both options site access will be reliant on the A12 and significant consideration will need to be given to how any Garden Community would relate to the A12, particularly in developing strategies which form an appropriate interface between the A12 and local roads. There will be a need to restrict unnecessary traffic flows which could increase congestion along this strategically important route.
- The functionality of any forthcoming development will be dependent upon bridging and facilitating sustainable linkages across the A12 connecting with Colchester to the south. GCNC2 could however benefit from an opportunity to access links with Straight Road which may provide greater flexibility in relation to the overall highway and related transport network for the new settlement as well as greater spread of traffic demand.
- Both options for North Colchester have a potentially significant constraint in the form of a 20 hectare Solar Farm within both areas, which exists with a 20 year planning permission. Although this could represent a benefit in regard to renewable energy generation for any new Garden Community, it equally constrains the options in regard to conforming to a number of wider Garden City Principles, particularly those related to high quality design and layouts, and green infrastructure which are not fragmented or limited in the scope of aspirations at the masterplanning stage.
- Anglia Water have identified major constraints in terms of providing infrastructure and/or treatment works to serve proposed growth at this location.
- Options GCNC1 and GCNC2 both include large areas of land identified as Grade 2 Agricultural Land, classed as 'very good' by Natural England, with GCNC2 having an additional proportion of Grade 1 'excellent' Agricultural Land.
- Although ecological assets exist throughout, both sites do not contain any wildlife designations, and so have scope to introduce these within proposals in conformity to Garden City principles.
- The landscape implications of both sites are considered significant; the eastern boundary of both sites border the Dedham Vale AONB and a development of this size has the potential to significantly impact on the character and setting of the AONB. It should also be considered that any potential extension of the AONB westward may be impacted by development at both these options.
- Both options have the potential to negatively impact on the existing settlements of Langham. In consideration of the location and size of the Solar Farm existing at Boxted Airfield, it is uncertain to what extent option GCNC1 could adequately ensure a degree of separation with Langham whilst simultaneously ensuring that wider Garden City Principles are met, where the extent of land available for housing and employment delivery is uncertain at this current time.
- Regarding the southern boundary of both options, it is likewise uncertain how separation can be guaranteed with Colchester and the Northern Gateway when considered alongside the need for such links to be forged to the benefit of the wider community and particularly for access and public transport links. Regarding this, it can be considered that these options are unlikely to benefit from a degree of separation from Colchester.
- Options GCNC1 and GCNC2 do not benefit from an existing rail link and in addition, the sites are severed by the A12 to the south, proving such integration unlikely to be suitable or

viable. With this in mind, it can be considered that only bus, walking and cycling opportunities appear valid until further information is known regarding these options.

- Should bridging of the A12 be possible, or existing bridges be upgraded, then access to wider public transport initiatives would be present to the Northern Gateway. In addition, a Park and Ride exists to the west corner of both sites which could be expanded or otherwise utilised.
- Links to the A12 and the strategic road network are likely to prove private car use attractive and it is uncertain whether there will be any benefits to the town centre through bus links only given the proximity and ease of access to out of town centres.
- Options GCNC1 and GCNC2 will have positive impacts associated with distances to the town centre, existing vehicular access and also existing access to park and ride services into the town centre; however these links, in addition to the presence of the Northern Gateway (including proposals for this area), and combined with the emergence of an expected district or neighbourhood centre at any Garden Community itself could cumulatively reduce the need for residents to access the town centre for services, convenience retail and leisure facilities.
- All of the Garden Community Options can be expected to have significantly positive impacts on housing, employment, mixed-use development opportunities and the incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles.
- With both road access and utility infrastructure solutions in principle available, it should be possible to commence development within the next 6-10 years. However, the extent of development, especially beyond the plan period, will be dependent on the provision of significant new infrastructure, not least ensuring adequate bridge crossings of the A12 and the future of the Solar Farm which has planning permission for 20 years (beyond the plan period).
- The additional land put forward under GCNC2 was not included in the Colchester Borough Council Local Plan call-for-sites process, but it is understood that the majority is potentially capable of being brought forward and developed by the same promoter as the land under GCNC1. This however would not be all the land under GCNC2, and additional land searches etc. would be required to bring forward GCNC2 in its entirety. There would however be less potential for negative deliverability connotations surrounding the future of the Solar Farm under this option, associated with the larger scale and extent of land.

### **3.2.3 West of Colchester / Marks Tey Options: GCWC1 (North and South of A12 / Rail Corridor Focus), GCWC2 (South of A120 and North of Marks Tey Existing Settlement), GCWC3 (South of A120 Focus) and GCWC4 (Maximum Land Take)**

- Road infrastructure and junction access / capacity represent the main barriers to development, however it should be noted that the presence of the A12 and A120 are beneficial to development in this location providing local and regional connectivity. In addition, new highway infrastructure of a planned 3-lane widening of the A12 and the duelling of the A120 from Braintree to the A12 (incorporating a potential bypass of Marks

Tey) would make the principle of development in this location viable for further exploration.

- A significant transport infrastructure programme would be needed for all options to overcome localised connectivity issues surrounding an east/west severance due to the alignment of the A12 and Great Eastern Mainline rail route; however any successful proposal can be expected to offer significant wider benefits. This is a general issue surrounding all of the West Colchester / Marks Tey options; however they can reasonably be expected to increase commensurate to increasing scales.
- There is a possible need to relocate and expand the Marks Tey rail station; however the presence of an existing rail station merits this exploration and strategic scale growth at this broad location.
- All options have underground and overhead pipeline and cable routes which would likely require retention and the development of exclusion zones. These issues, and other considerations such as areas of Flood Risk Zone 3 in the broad area, are not considered insurmountable at the scale of growth explored for all options.
- All options include land that is identified as Grade 2 Agricultural Land. Of these options, GCWC3 can be seen to offer a smaller proportion of development on Grade 2 ALC,
- Options GCWC1, GCWC2 and GCWC4 contain the Marks Tey Brickpit SSSI, however its location at the north east boundary in each instance ensures that this designation can be protected and enhanced through the requirements of a surrounding belt of countryside to prevent sprawl. Option GCWC3 does not have any implications in this regard, although detailed proposals would have to be sensitive to the presence of Domsey Brook.
- Options GCWC2 and GCWC4 are in close proximity to a Scheduled Monument (a Roman villa 450m south of Warren's Farm to the north) and could affect the setting of this asset, however the specific impacts of the options, and their significance, would have to be subject to specialist assessment once more detailed masterplanning is forthcoming (and should these options be selected). Option GCWC1 does not extend as far north west in proximity to the Scheduled Monument as Options GCWC2 and GCWC4 as to warrant the same expected level of potential impact; however the same issues would have to be investigated. Option GCWC3 is assessed as unlikely to impact on this designation.
- All the options contain a small number of Listed Buildings, in reflection of the size of the proposals, and although impacts on their setting would have to be further investigated, it is believed that at this strategic level, the scope of all proposals ensures that impacts can be avoided.
- The landscape implications of the proposals vary commensurate to the scale of each proposal, with GCWC4 expected to have more significant impacts as GCWC1 and GCWC2, and GCWC3 expected to have minimal impacts in comparison to all the other options. The landscape character of the broad area is not particularly sensitive to change, with limited views associated with medium to large field patterns and mature hedgerows.
- All options will have varying different implications associated with settlement coalescence; these are largely commensurate to the different scales of the proposals. It should be noted however that coalescence can be prevented in all options with similarly varying degrees of countryside acting as a buffer.
- Impacts on the residential amenity of the settlements of Marks Tey and Little Tey are not as positive, with options GCWC1, GCWC2 and GCWC4 possibly assimilating the aforementioned settlements into the Garden Community. A buffer separation will likely be

needed to be developed through masterplanning to minimise certain impacts on existing communities, and it could be considered that the scope for this would be maximised through the larger option GCWC4 with enough available land to have limited knock on effects regarding adhering to other Garden City Principles. Option GCWC3 has been assessed as not having these specific considerations in addition to its required countryside belt protecting any properties to the south.

- The West Colchester / Marks Tey options all benefit from the presence of the Great Eastern Mainline running through the site, and also the existing rail station of Marks Tey. In addition, the infrastructure commitments regarding the A12 and A120 are likely to prove increased bus links suitable and viable options. Despite this, there is a possibility that these infrastructure improvements would warrant sustainable transport means less attractive in favour of private car journeys.
- Work will be required to adequately ensure the interconnectivity by sustainable means for all options.
- As an existing settlement, Marks Tey / Little Tey is already connected by public transport - both bus and rail (Marks Tey rail station) to Colchester, Braintree and other centres, including London. This is a clear advantage for developing a sustainable transport system for the Garden Community. It also provides the opportunity to connect the site with and support some form of inter-urban North Essex public transport system, such as Bus Rapid Transit (BRT) or similar.
- Specifically for option GCWC4, the scale of this option and the constrained location of the existing Marks Tey rail station limit any meaningful expansion of this facility, and it is considered that to provide a fully integrated and accessible sustainable transport system it will be necessary to relocate the railway station to a more central location within the Garden Community.
- Options GCWC1, GCWC2 and GCWC3 have been assessed as having positive impacts on the town centre of Colchester, and benefit from existing rail links at Marks Tey which can be expected to be expanded in line with any Garden Community option. Impacts are limited however due to the possibility of residents using the facilities of Tollgate in the first instance as preferable and closer to any Garden Community than the town centre of Colchester. Option GCWC4 has been assessed as having uncertain impacts partly for this reason, but also commensurate to its scale; the level of services and facilities required within this Garden Community option itself should reasonably be expected to be of a suitably large scale in order to be sustainable, however may reduce the number of expected journeys into Colchester for services, convenience retail and leisure facilities.
- All of the Garden Community Options can be expected to have significantly positive impacts on housing, employment, mixed-use development opportunities and the incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles.
- It is believed that development could be commenced within the next 6-10 years, and make use of existing infrastructure to allow development to commence. Despite this, the extent of development will be heavily constrained (no more than 500-900 homes) without significant investment in the strategic road network (A120/A12). The deliverability of this site is

therefore directly linked to investment decisions and the development programme of Highways England.

### **3.2.4 West of Braintree Options: GCWB1 (Braintree DC Only) and GCWB2 (Braintree DC and Uttlesford DC Land)**

- Both options to the West of Braintree are away from the A120 and served from small rural lanes only, providing limited connectivity to the broad area. In addition, one such lane, 'Pods Lane' is a designated Protected Lane which, as additionally a heritage asset, would likely need to be integrated into any new Garden Community.
- Site access would generally be dependent on the A120 and B1256 from the south and limitations surrounding the allocated minerals site. An upgrade of the junction of the B1256 and Blake End would create a new access spur that avoids the quarry and is in principle considered possible. Overall, development of the broad area would require an access strategy that manages the interface between local and strategic traffic and restricts us of the rural lane network. Option GCWB2, in addition to these general considerations, may require additional solutions due to its larger scale of development. Regarding other physical limitations, both sites are considered relatively free of constraint, apart from those hedgerows, field ditches and woodland that can be integrated into any forthcoming masterplan.
- Options GCWB1 and GCWB2 both include land that is identified as Grade 2 Agricultural Land. Both options also include land allocated for minerals development within the adopted Minerals Local Plan (MLP). This land, in the south east portion of both options, is also identified as a flagship restoration scheme as part of MLP Policy S12; as a result, measures already exist to increase biodiversity gain on the site, and there are no perceived incompatibilities of this with the requirement of both GCWB1 and GCWB2 to provide a belt of countryside to prevent urban sprawl.
- Option GCWB2 includes the designation of Boxted Wood, a LoWS and Ancient Woodland whereas GCWB1 extends only up to its eastern extent. Due its location, and the requirement of the belt of countryside previously mentioned, the location of Boxted Wood is not considered an insurmountable issue to either option, however it is recommended that measures to conserve and enhance are sought through any eventual masterplanning, particularly for GCWB2.
- The northern boundary of both options abuts the Conservation Area of Great Saling which contains a range of listed buildings including grade II as well as the Registered Park and Garden of Saling Grove. Once more it is perceived that impacts are unlikely to be insurmountable and that the conservation or possible enhancement of the setting of these heritage assets can be ensured through adherence to Garden City Principles.
- Option GCWB2, in regard to its inclusion of the Great Saling airfield, may have archaeological implications, however further detail would be required as to the potential future of the airfield in any forthcoming masterplan.
- There are limited numbers of existing residential properties in the area of both options, however the small settlement of Blake End exists to the south west of the broad area and is located adjacent to a junction corresponding to the likely access to the area from the B1256. It should be noted that assimilation of Blake End is not assumed however, in so far as a required belt of surrounding countryside would act as a buffer, although there may be transport implications and perceived loss of amenity in that regard.

- Specifically in relation to GCWB2, additional considerations would be required in association with the amenity of residents in Stebbing Green and a desire to ensure separation. In isolation this is not considered an insurmountable issue however the presence of Boxted Wood within the area to the immediate east of any required buffer, could limit the suitability of this eastern part of the option.
- Both options do not benefit from an existing rail link and in addition links to the A120 and the strategic road network are likely to prove private car use attractive and it is uncertain whether there will be any benefits to the town centre through bus links only given the proximity and ease of access to Chelmsford and out of town centres such as Freeport.
- Connecting the options with Fitchway would provide direct links with Braintree and Braintree Railway Station. The establishment of links south of Fitchway would connect Skyline 120 for employment and Great Notley Country Park for leisure activity.
- Regarding public transport, the direct access of the site to the A120 can be considered advantageous in terms of connecting the site with North Essex inter-urban bus routes, providing connectivity with Stansted Airport and employment centres and the existing settlement.
- Options GCWB1 and GCWB2 have been assessed as having uncertain impacts on the town of Braintree. Positive impacts could reasonably be expected due to its close proximity and easy accessibility; however the lack of rail links to the centre and the similarly easy access to the strategic road network could see residents travelling to the larger centre of Chelmsford, or to Freeport to the south of Braintree but physically detached from the town centre.
- All of the Garden Community Options can be expected to have significantly positive impacts on housing, employment, mixed-use development opportunities and the incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles.
- Options GCWB1 and GCWB2 have been highlighted as having constraints regarding the needs to invest in utility infrastructure, which consistent with the area's rural location is currently very limited in terms of physical networks and capacity. Option GCWB2 has additionally been highlighted as potentially allowing more flexibility regarding options for providing access from the A120/B1256 into the Garden Community, and commencing development of the new settlement relative to the operation and impact of the proposed quarry.

### 3.2.5 Cumulative Impacts of Garden Community Options

The following key points can be made regarding the cumulative appraisal of Garden Community options:

- It can be assumed that cumulative impacts could be realised on a small number of the Garden Community options through their geographic dispersal and scale. For instance, options that are grouped around the Colchester town area could give rise to cumulative negative impacts on accessibility, particularly a scenario where the larger East Colchester option (GCEC3) is progressed alongside either, but especially the larger, North Colchester option (GCNC2). These impacts can be expected to occur on the A12 and A120, particularly through disruption whilst any required upgrades to the strategic road network in north and east Colchester are being undertaken. There are also likely to be air quality impacts resulting from the selection of these options associated with the A12 and A120. It can also be expected that the selection of these two options would have negative impacts on landscapes and soil quality associated with the concentration of strategic development in north east Colchester.
- Regarding other options, it can be said that the geographic dispersal is such that no two other options would give rise to significant cumulative impacts that can not be mitigated at the strategic level, other than those associated with population increases more generally and in particular any resultant significant effects indicated as likely in a forthcoming Habitats Regulations Assessment or Appropriate Assessment.
- Although all impacts on the delivery of housing, employment and mixed-use development can be seen as significantly positive through the assessment of individual options, the cumulative impacts of focusing all required Garden Communities in the area of Colchester town (i.e. East Colchester, West Colchester and North Colchester options) can conversely be seen as negative across the HMA; there is a desire and requirement for strategic growth to supplement the growth requirements of the three authorities' Local Plans in order to address existing housing needs across the whole area and on a district level commensurate to the requirements of LPAs stated in the NPPF.

### 3.3 Key points from the assessment of policies SP8-SP10

Policies SP8-SP10 refer to aspirations or requirements of each preferred Garden Community, and as such have been appraised using the framework developed for the assessment of sites. The following key points can be made from the appraisal of Policies SP8-SP10:

- For all Policies SP8-SP10 there will be significant positive impacts associated with the majority of the Garden City principles, in consideration of each policy and the appraisal of relevant options within the assessment of Policy SP6. It should be noted that impacts are only relevant in the long term, associated with Garden Communities coming forward in the latter stages of the Plan period. Regarding Policy SP8, this also includes the impact on the regeneration areas within Colchester town centre and to the east of the town, due largely to the Policy content; in particular those related to sustainable transport, in conjunction with the general location of the option.
- An example where the policies will not ensure significant positive impacts against the Garden City Principles however relates to the aspiration that an appropriate percentage of homes that are classified as 'affordable' be for social rent. In addition, the policies are not explicit in a need to consider life-time homes; however do all include requirements for a mix

of housing types and tenures. Positive elements however include the requirements for Gypsy and Traveller provision in Policies SP9 and SP10.

- Another area where the policies are only highlighted as having minor positive impacts is regarding zero carbon and energy positive technology. It is considered however that such a principle would require further discussion with relevant service providers and is not a principle that can be established at this early stage in the plan-making process. It is also considered that should the Garden Communities not include renewable energy technologies, the benefits of the development would outweigh adherence to this aspiration.
- All Policies will only have minor positive impacts on agricultural land and landscapes due to the loss of agricultural land associated with Greenfield development.
- The commercial viability of all options can be broadly said to be progressively more positive from east to west associated with property values. Despite this, for the purposes of this appraisal, all options have been deemed as commercially attractive in line with their inclusion as reasonable options that are viable, deliverable and achievable.
- Regarding Policy SP9, despite requirements ensuring the protection and/or enhancement of biodiversity assets within and surrounding the site including the Domsey Brook and Roman River corridors, there will be only minor impacts associated with impacts on sites of nature conservation interest; this is due to no specific mention of Marks Tey Brickpit SSSI. Any site option explored in Policy SP6 would have some degree of impact on this designation, as indicated by being in the SSSI's Impact Risk Zone (IRZ) which requires consultation with Natural England.
- Regarding SP10, despite requirements ensuring the protection and/or enhancement of heritage assets within and surrounding the site including Great Saling Hall conservation area and areas of deciduous woodland within and adjoining the site, there will be only minor impacts associated with impacts on the Registered Park and Garden of Saling Grove. Both site options explored in Policy SP6 could be expected to have some degree of impact on this designation, and this would have to be factored into any Masterplan.
- It can be said that cumulative and synergistic impacts can not be identified of the Garden Community options due to their geographical spread across the HMA. Despite this, the benefits that extend to wider areas beyond the Garden Communities themselves can be seen to strengthen significantly through the three Garden Communities. Largely these impacts regard social and economic benefits, in both rural areas and supporting the town centres of Colchester and Braintree.
- In addition, cumulative impacts can be expected to be significant in accumulation with the 'Part 2' of each of the authorities' Local Plans, which will look to build on this long term strategic growth with short and medium term solutions on a non-strategic level.

### 3.4 Recommendations

The following recommendations have been made throughout the appraisal of the Common Strategic Part 1 for Local Plans:

- Policy SP5 could be more explicit as to the requirements of new development in regards to the historic environment and assets and also possible biodiversity gain through green infrastructure. The Policy could also respond to aspirations to increase renewable energy generation in strategic scale development opportunities. There is also scope for the policy to regard surface water flood risk and in particular SuDS.
- Heritage assets exist across all of the Garden Community areas; additionally the sites could potentially contain archaeological remains that would need to be excavated. In consideration of this, Policy SP7 could include a principle that Masterplans seek ways to achieve quality and active management of heritage assets and the historic environment as part of a positive strategy for their conservation and enjoyment.
- At this stage of the plan-making process it can be considered that there is not sufficient information available for any of the Garden Community options to make detailed recommendations or suggest mitigation measures for individual sub-options. A general comment could be made however regarding the coverage or compatibility of the options against the sustainability objectives. The options will have to be carefully developed, through effective masterplanning, in order to positively adhere to issues surrounding physical limitations, in particular access arrangements to sites including strategies regarding permeability and interconnectivity within the new settlements.
- In addition, it can be seen that the majority of the Garden Community options will have considerations regarding a number of impacts associated with agricultural land, landscape, sites of nature conservation and the historic environment / heritage assets. It should again be acknowledged that such issues are not insurmountable at the scales of development proposed in the options and that effective masterplanning can even seek to enhance conditions. This is also true for issues surrounding existing residential amenity and coalescence, and the masterplanning process will have to seek to eradicate any negative impacts in this regard.
- Despite Policy SP9 requirements ensuring the protection and/or enhancement of biodiversity assets within and surrounding the site including the Domsey Brook and Roman River corridors, there is no specific mention of Marks Tey Brickpit SSSI. Any site option explored in Policy SP6 would have some degree of impact on this designation, as indicated by being in the SSSI's Impact Risk Zone (IRZ) which requires consultation with Natural England and this should be factored into any Masterplan.
- Despite Policy SP10 requirements ensuring the protection and/or enhancement of heritage assets within and surrounding the site including Great Saling Hall conservation area and areas of deciduous woodland within and adjoining the site, the policy could additionally mention the sensitivity of the Registered Park and Garden of Saling Grove. Both site options explored in Policy SP6 could be expected to have some degree of impact on this designation, and this would have to be factored into any Masterplan.

## 4 Next Steps

This Environmental Report will be subject to consultation. There are three statutory consultees that are required to be consulted for all Sustainability Appraisal and Strategic Environmental Assessment documents. These are:

- The Environment Agency;
- Natural England; and
- Historic England.

In addition to these, consultation will seek to engage the wider community in order to encompass comprehensive public engagement. The North Essex Authorities may additionally wish to invite comments from focussed groups, relevant stakeholders and interested parties.

### PLEASE NOTE:

All comments on the content of this Environmental Report should be sent to each authority's online portal in line with the consultation arrangements of each's Local Plan Preferred Options consultation. Where consultation periods differ between each authority, the following links may need to be checked once consultation periods are live.

Comments should be focused on the detail of this SA that pertains to land use implications or issues relevant to each local authority area.

Please check the following links for more information, and direction to relevant consultation portals:

#### Regarding Braintree District Council:

[https://www.braintree.gov.uk/info/200137/consultations/96/contribute\\_to\\_a\\_council\\_consultation](https://www.braintree.gov.uk/info/200137/consultations/96/contribute_to_a_council_consultation)

#### Regarding Colchester Borough Council:

<http://www.colchester.gov.uk/article/12650/Consultations>

#### Regarding Tendring District Council:

<http://www.tendringdc.gov.uk/consultation>

## **5 Monitoring**

The significant sustainability effects of implementing a Local Plan must be monitored in order to identify unforeseen adverse effects and to be able to undertake appropriate remedial action. The Sustainability Framework contained in this report includes suggested indicators in order to monitor each of the Sustainability Objectives, however these may not all be collected due to limited resources and difficulty in data availability or collection.

Guidance stipulates that it is not necessary to monitor everything included within the Sustainability Framework, but that monitoring should focus on significant sustainability effects, e.g. those that indicate a likely breach of international, national or local legislation, that may give rise to irreversible damage or where there is uncertainty and monitoring would enable preventative or mitigation measures to be taken.

Upon adoption Local Plans will be accompanied by an Adoption Statement which will outline those monitoring indicators most appropriate for future monitoring of the Plan in line with Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004.



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**North Essex Authorities – Common Strategic Part 1 for Local Plans**

**Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)**

**Environmental Report – Preferred Options**

**June 2016**





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## Glossary of Acronyms

ALC	Agricultural Land Classification
ATLAS	Advisory Team for Large Applications
BDC	Braintree District Council
CA	Conservation Area
CBC	Colchester Borough Council
DPD	Development Plan Document
EC	European Community
ECC	Essex County Council
EEC	European Economic Community
EU	European Union
HMA	Housing Market Area
I&O	Issues and Options
LB	Listed Building
LPA	Local Planning Authority
LNR	Local Nature Reserve
LUC	Land Use Consultants
LoWS	Local Wildlife Sites
MSA	Minerals Safeguarding Area
NPPF	National Planning Policy Framework
OAN	Objectively Assessed Need
PDL	Previously Developed Land
PO	Preferred Options
PPG	Planning Policy Guidance
SA	Sustainability Appraisal
SA/SEA	Sustainability Appraisal incorporating the Strategic Environmental Assessment
SCI	Statement of Community Involvement
SEA	Strategic Environmental Assessment
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SM	Scheduled Monument
SPA	Special protection Area
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest

Strategic Part 1 - Sustainability Appraisal: Preferred Options (June 2016)

TDC	Tendring District Council
TCPA	Town and Country Planning Association
UDC	Uttlesford District Council
WRC	Water Recycling Centre (previously Waste Water Treatment Works)

# 1 Introduction

## 1.1 Background

Braintree District Council, Colchester Borough Council and Tendring District Council, together forming the 'North Essex Authorities,' in conjunction with Essex County Council as a key partner in its strategic role for infrastructure and service provision, commissioned Place Services of Essex County Council to undertake an independent Sustainability Appraisal (SA) for a Common Strategic Part 1 for Local Plans.

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

## 1.2 Common Strategic Part 1 for Local Plans

In Essex as elsewhere, the influences of population and economic growth do not stop at administrative boundaries. Settlement patterns, migration flows, commuting and strategic infrastructure needs all have significant influences within and between local authority areas.

Local Plans are the main vehicle for conveying an area's growth requirements and how these will be accommodated. However, individual local authority boundaries cannot encapsulate the geographies of issues that transcend those boundaries. Through active and on-going collaboration the authorities can plan, manage and review strategic objectives for the effective implementation of sustainable development and enhanced environments.

Consequently, the neighbouring authorities of Braintree, Colchester and Tendring have agreed to come together through a shared desire to promote sustainable growth; and the particular need to articulate the strategic priorities within the wider area and how these will be addressed. Central to this is the effective delivery of planned strategic growth, particularly housing and employment development, with the necessary supporting infrastructure. Chelmsford City Council is also within the Housing Market Area (HMA), and in preparation of its Local Plan will incorporate the relevant content of the strategic and cross-boundary policies into its Local Plan.

The Common Strategic Part 1 for the independent Local Plans of Braintree District, Colchester Borough and Tendring District Councils ensures constructive engagement between these authorities in meeting the Duty to Co-operate requirements of the Localism Act (2011) and the National Planning Policy Framework (NPPF, 2012). The geographic and functional relationship between the authorities' areas is also demonstrated by the fact that together they form the majority of a single Housing Market Area (HMA) for planning purposes.

The Common Strategic Part 1 for Local Plans is intended to form part of each of the authorities' separate Local Plan, with the main purpose of covering the strategic Local Plan requirements of:

- Articulating a spatial portrait of the area, including its main settlements and strategic infrastructure, as a framework for accommodating future planned growth;
- Setting out the numbers of additional homes and jobs across the area that will be needed covering the plan period;
- Providing a strategic vision for how planned growth in north Essex will be realised;
- Setting strategic objectives and policies for key growth topics; and
- Highlighting the key strategic growth locations across the area and the necessary new or

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upgraded infrastructure to support this growth.

The Local Plan for each authority will correspond to 'Part 2' in each instance.

## 2 Sustainability Appraisal / Strategic Environmental Assessment

### 2.1 The Requirement for Sustainability Appraisal

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

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

This definition is consistent with the themes of the NPPF, which draws upon The UK Sustainable Development Strategy Securing the Future's five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

SEA originates from the European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment" (the 'SEA Directive') which came into force in 2001. It seeks to increase the level of protection for the environment; integrate environmental considerations into the preparation and adoption of plans and programmes; and promote sustainable development.

The Directive was transposed into English legislation in 2004 by the Environmental Assessment of Plans and Programmes Regulations (the 'SEA Regulation') which requires an SEA to be carried out for plans or programmes,

*'subject to preparation and/or adoption by an authority at national, regional or local level or which are prepared by an authority for adoption, through a legislative procedure by Parliament or Government, and required by legislative, regulatory or administrative provisions'.*

This includes Local Plans. The aim of the SEA is to identify potentially significant environmental effects created as a result of the implementation of the plan or programme on issues such as *'biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors'* as specified in Annex 1(f) of the Directive.

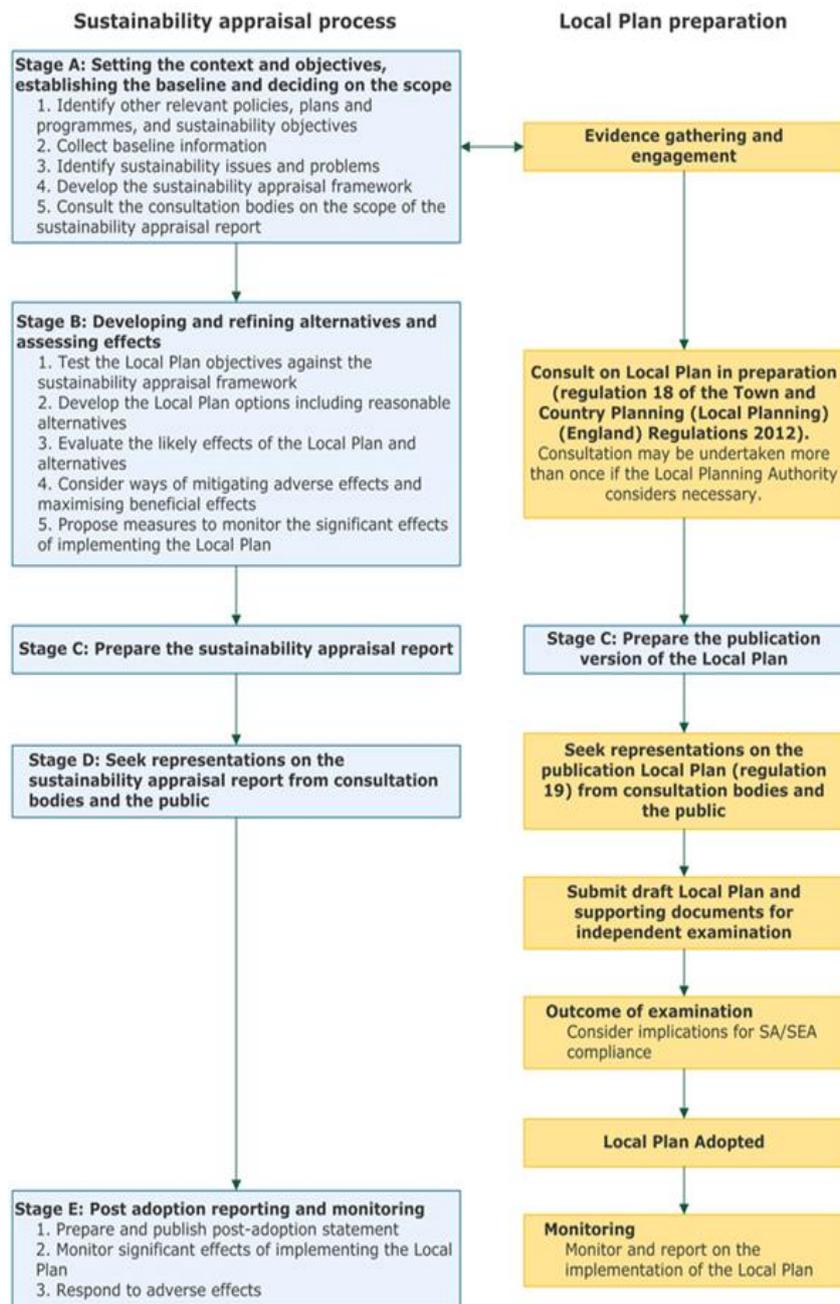
SA examines the effects of proposed plans and programmes in a wider context, taking into account economic, social and environmental considerations in order to promote sustainable development. It is mandatory for Local Plans to undergo a Sustainability Appraisal in accordance with the Planning and Compulsory Purchase Act 2004 as amended by the Planning Act 2008, and in accordance with paragraph 165 of the NPPF.

Whilst the requirements to produce a SA and SEA are distinct, Government guidance considers that it is possible to satisfy the two requirements through a single approach providing that the requirements of the SEA Directive are met. This integrated appraisal process will hereafter be referred to as SA.

## 2.2 The Sustainability Appraisal Process

The SA of the Common Strategic Part 1 for Local Plans follows that of the Sustainability Appraisal process as iterated in National Planning Practice Guidance on Sustainability Appraisal requirements for local plans. The following 5 sequential stages are documented below.

**Figure 1: Stages in the Sustainability Appraisal Process and Local Plan Preparation**



Source: Planning Practice Guidance – Sustainability appraisal requirements for local plans (Paragraph: 013 Reference ID: 11-013-20140306 Revision date: 06 03 2014)

### **2.3 The Aim and Structure of this Report**

At the current stage, this report most closely responds to Stage B in the SA process above; developing strategic options including reasonable alternatives, evaluating the likely effects of the strategic options and alternatives, and considering ways of mitigating adverse effects and maximising beneficial effects.

Whilst the production of a Sustainability Appraisal (Environmental) Report is not a statutory requirement at this stage, this SA Report has been produced to accompany Braintree District, Colchester Borough and Tendring District Council's Local Plans - Preferred Options consultation for iterative processes and to ensure that sustainability themes are factored into the authorities' decision making.

### **3 Local Plan Progress of the Relevant Authorities**

#### **3.1 Braintree District Council Local Plan**

Braintree District Council are undertaking an 8 week public consultation on a Draft Local Plan (Preferred Options stage) in June, to which this SA report relates.

Previously, the Council consulted on a Local Plan Issues and Scoping Report in January – March 2015. Relevant to the scope of the Common Strategic Part 1 for Local Plans, the Local Plan Issues and Scoping Report highlighted the following key issues:

- Large numbers of new homes are required in the District to support the growing population;
- The District may not have enough brownfield sites (those where buildings have previously been located) to accommodate the new homes that need to be provided; and
- The Council must balance new homes with protection of the natural and historic environment.

This document highlighted the need to demonstrate that the new Plan can achieve and maintain a supply of readily available development sites for new homes, meeting a much higher target than in the past. Regarding this, and in response to the above key issues, it looked at a number of options, including:

- Focusing new homes in the existing towns and larger villages;
- Building new homes in one or more new villages;
- Dispersing new homes between all areas of the District;
- Building new homes in areas where they can provide funding for major infrastructure projects such as new roads; and
- Building new homes on the existing public transport/rail network to encourage sustainable travel.

#### **3.2 Colchester Borough Council**

Consultation on a Draft Local Plan, outlining the Council's preferred options for growth in the Borough is scheduled to commence in July 2016, to which this SA also relates.

The Council consulted on an Issues and Options Local Plan in early 2015. This document included key issues regarding:

- Development of realistic housing targets for both market and affordable housing.
- Allocation of new housing sites in the most sustainable locations.
- Integrating new housing into the community by getting the right densities and character appropriate to the Borough's diverse neighbourhoods ranging from the Town Centre.
- Building housing of different types and sizes to cater for the full range of ages and needs, with particular regard to the needs of specific groups including students, families, people with disabilities, ethnic minorities such as gypsies and travellers, and older residents.
- Addressing the issue of supporting people who want to build their own homes.
- Achieving high quality sustainable housing design with policies that strike a balance

between ensuring quality through standards and supporting innovation through a flexible approach.

- Seeking to ensure, in addressing all of the issues above, that the end result is the creation of high quality, sustainable places.
- Ensuring the delivery of well-located sites to support employment with particular regard to growing sectors of the economy.
- Development of policies to support new investment and help existing businesses overcome barriers to success and to help train new workers.
- Ensuring there is sufficient land across the plan period to support housing growth
- Development of a retail hierarchy which safeguards the pre-eminence of the Town Centre while supporting appropriate levels of growth in other areas.
- Review of existing Town Centre boundary, primary shopping area and primary shopping frontages.
- Development of policies for the Town Centre that help to create a balanced mix of activities in the daytime, evening and night time.
- Development of policies which support tourism, leisure, culture and the arts.

The responses to this consultation have been collated and analysed. The Council has been collecting evidence and commissioning studies which has informed the new Local Plan's evidence base. For example evidence has been gathered through a 'Call for Sites' exercise whereby the Council invited proposals for new uses of land in the Borough for potential inclusion in the new Local Plan. In addition these sites have been assessed thoroughly in a Strategic Land Availability Assessment, which explored the suitability, availability and achievability of all land use proposals proposed in the Borough.

### **3.3 Tendring District Council**

The District Council intends to provide the public with a chance to make representations on a Preferred Options Local Plan in July 2016, in line with their Statement of Community Involvement (SCI) and through best practice in plan-making. This consultation ensures that the plan-making process is transparent and is informed to also ensure the best possible outcomes for the District.

Tendring District Council consulted on an Issues and Options Local Plan in 2015. Representing the first stage in the plan-making process, this involved the LPA exploring 'issues and options' across the District in order to develop spatial strategy selection and scenarios surrounding growth. The key issues emanating from and included within the Issues and Options covered needs to:

- Plan for the right number of new homes, of the right size, type and tenure to be built and in the right locations for current and future generations
- Meet the challenges presented by a lack of brownfield land
- Build homes to boost the economy by building more homes and increasing the population in the right locations to boost the demand for goods and services, unlock land for businesses and deliver new infrastructure
- Support growth locations and prioritising economic development projects
- Target growth sectors and promote sectors of the economy with greatest potential for

significant growth in the future

- Improve knowledge and skills through working with businesses, schools and colleges to provide the training and work experience the residents need to address shortages in skills
- Support existing businesses through working closely with existing businesses, supporting them to expand and diversify

The development of 'issues and options', and their subsequent SA, ensures that the LPA is making every effort to meet housing needs. The Issues and Options Local Plan 2015 looked at broad locations for growth.

In addition, a number of additional growth options or scenarios have been developed alongside additional options for the distribution of growth in different areas of the District as can be considered reasonable. These are in consideration of available land as put forward for allocation in a call-for-sites exercise that ran concurrently with the Issues and Options consultation.

The identification of these options responded to the requirement to meet the full objectively assessed need over the plan period, particularly in light of the criticisms of the previous Local Plan that was halted in 2014, and the options were considered to be extensive, definitive and reasonable for exploration at that stage.

## 4 Sustainability Context, Baseline and Objectives

### 4.1 Introduction

The following section outlines the key findings of the three authorities' Local Plan Scoping Reports which includes an outline of the plans and programmes, the baseline information profile for the area.

### 4.2 Plans and Programmes (Stage A1)

Local Plans, including the Common Strategic Part 1 for Local Plans, must have regard to existing policies, plans and programmes at national and regional levels and strengthen and support other local plans and strategies. It is therefore important to identify and review those policies, plans and programmes and Sustainability Objectives which are likely to influence the Common Strategic Part 1 for Local Plans at an early stage. The content of these plans and programmes can also assist in the identification of any conflicting content of plans and programmes in accumulation with the Common Strategic Part 1 for Local Plans. Local supporting documents have also been included within this list as they will significantly shape policies and decisions in the three authority area.

It is recognised that no list of plans or programmes can be definitive and as a result this report describes only the key documents which influence the Plan. Table 1 outlines the key documents, whilst a comprehensive description of these documents together with their relevance to the Plan is provided within Annex A.

**Table 1: Key Documents**

International Plans and Programmes
European Commission (EC) (2011) A Resource-Efficient Europe – Flagship Initiative Under the Europe 2020 Strategy, Communication from the Commission to the European Parliament, the Council, The European Economic and Social Committee of the Regions.
European Landscape Convention (Florence, 2002)
European Union Water Framework Directive 2000
European Union Nitrates Directive 1991
European Union Noise Directive 2002
European Union Floods Directive 2007
European Union Air Quality Directive 2008 (2008/50/EC) and previous directives (96/62/EC; 99/30/EC; 2000/69/EC & 2002/3/EC)
European Union Directive on the Conservation of Wild Birds 2009
European Union Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora 1992

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European Community Biodiversity Strategy to 2020
United Nations Kyoto Protocol
World Commission on Environment and Development 'Our Common Future' 1987
The World Summit on Sustainable Development Johannesburg Summit 2002
Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations).
The Conservation of Habitats and Species Regulations, 2010
Review of the European Sustainable Development Strategy (2009)
Environment 2010: Our Future, Our Choice (2003)
SEA Directive 2001
The Industrial Emissions Directive 2010
Energy Performance of Buildings Directive 2010 on the energy performance of buildings 2010/31/EU
The Drinking Water Directive 1998
The Packaging and Packaging Waste Directive 1994
EU Seventh Environmental Action Plan (2002-2012)
European Spatial Development Perspective (1999)
European Convention on the Protection of the Archaeological Heritage (Valletta, 1992)
Aarhus Convention (1998)
<b>National Plans and Programmes</b>
National Planning Practice Guidance (2016)
The Localism Act 2011
National Planning Policy Framework (March 2012)
The Future of Transport White Paper 2004
Housing Act (2004)
Building a Greener Future: Policy Statement (July 2007)
Community Infrastructure Levy Guidance (April 2013)

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Underground, Under Threat - Groundwater protection: policy and practice (GP3)
Model Procedures for the Management of Land Contamination – Contaminated Land Report 11 (September 2004)
Natural Environment and Rural Communities Act 2006
Countryside and Rights of Way Act 2000
Planning and Compulsory Purchase Act 2004
The Education (School Information) (England) (Amendments) Regulations, 2002
Childcare Act, 2006
Flood & Water Management Act 2009
The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)
Safeguarding Our Soils: A Strategy for England (2009)
Natural Environment White Paper: The Natural Choice: Securing the Value of Nature (2011)
The National Adaptation Programme – Making the Country Resilient to a Changing Climate (2013)
Planning Policy for Traveller Sites (2012)
National Planning Policy for Waste (2014)
Adapting to Climate Change: Ensuring Progress in Key Sectors (2013)
DECC National Energy Policy Statement EN1 (2011)
DCLG: An Introduction to Neighbourhood Planning (2012)
JNCC/Defra UK Post-2010 Biodiversity Framework (2012)
Mainstreaming Sustainable Development (2011)
UK Marine Policy Statement, HM Government (2011)
Electricity Market Reform White Paper 2011
Water White Paper (2011)
Urban White Paper (2000)
Rural White Paper (2000)
DfT (2013) Door to Door: A strategy for improving sustainable transport integration

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DCLG (2011) Laying the Foundations: A Housing Strategy for England
DEFRA (2011) Securing the Future: Delivering UK Sustainable Development Strategy
Department of Health (2010) Healthy Lives, Healthy People: our Strategy for public health in England
DECC (2011) UK Renewable Energy Roadmap (updates setting out progress and changes to the strategy dated 2013 and 2013)
Community Energy Strategy (DECC, 2014)
The National Flood and Coastal Erosion Risk Management Strategy for England (Environment Agency, 2011)
Waste prevention programme for England: Prevention is better than cure – The role of waste prevention in moving to a more resource efficient economy (HM Government, 2013)
Future Water: The Government's Water Strategy for England (DEFRA, 2008)
Water for People and the Environment: Water Resources Strategy for England and Wales (Environment Agency, 2009)
Safeguarding our Soils: A Strategy for England (DEFRA, 2009)
The Code for Sustainable Homes: Setting the standard in sustainability for new homes (DCLG, 2008)
<b>Sub-national Plans and Programmes</b>
Essex and Southend Replacement Structure Plan – Saved Policy Direction (2001)
Essex Gypsy and Traveller and Travelling Showpeople Accommodation Assessment – on behalf of EPOA (July 2014)
Looking Back, Moving Forward – Assessing the Housing Needs of Gypsies and Travellers in Essex (2006)
Greater Essex Demographic Forecasts Phases 1 & 2 & 3 (2012)
Essex Transport Strategy: the Local Transport Plan for Essex (2011)
2011 Essex Biodiversity Action Plan
Commissioning School Places in Essex 2015-2020
Essex County Council Joint Municipal Waste Management Strategy 2007-2032
River Basin Management Plan Anglian River Basin District (draft 2015)
Essex Wildlife Trust Living Landscape plans
Essex Wildlife Trust Living Landscape Statements
Essex Rural Strategy: 2020 Vision for Rural Essex 2010

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ECC Parking Standards: Design and Good Practice Adopted by UDC (September 2009)
The Essex Local Area Agreement – ‘Health and Opportunity for the People of Essex’ 2008 – 2011 (2010 Refresh)
ECC Development Management Policies (February 2011)
The Essex Strategy 2008 – 2018
Sustainable Drainage Systems Design and Adoption Guide 2012
Essex Minerals Local Plan (2014)
Essex Replacement Waste Local Plan (submitted June 2016)
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 Basin Management Plan (2014/2015) (2009)
Combined Essex Catchment Abstraction Management Plan (2013)
Haven Gateway Water Cycle Study: Stage 1 and 2 Reports (2008)
South East LEP Growth Deal and Strategic Economic Plan (2004)
ECC Developer's Guide to Infrastructure Contributions (Revised Edition 2016)
ECC Corporate Plan 2013-2017
Vision for Essex 2013-2017: Where Innovation Brings Prosperity (2013)
Corporate Outcomes Framework 2014-2018 Essex County Council (2014)
Colchester Draft Surface Water Management Plan (2014)
A12/A120 Route Based Strategy (2013)
Highway Authority's Development Management Policies (2011)
Economic Plan for Essex (2014)
Combined Essex Catchment Abstraction Management Strategy (2013)

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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 Transport Strategy: The Local Transport Plan for Essex (June 2011)
<b>Local Plans and Programmes</b>
Braintree District Council, Chelmsford City Council, Colchester Borough Council, Tendring District Council, Objectively Assessed Housing Need Study - Peter Brett Associates (July 2015 and updated 2016)
Retail and Town Centre Uses Study Colchester Borough Council: Retail Update 2013 (2013)
Landscape Character Assessment (Chris Blandford Associates, September 2006)
Habitat Regulations Assessment Survey and Monitoring Programme, Final Report, Colchester Borough Council (December 2013)
Colchester Water Cycle Study (2008)
Colchester Coastal Protection Belt Review (Chris Blandford's Associates 2016)
CBC Strategic Housing Market Assessment (SHMA) (2014)
Creative Colchester Strategy & Action Plan (2012)
Safer Colchester Partnership: Strategic Assessment of Crime and Annual Partnership Plan 2012-2013 (2012)
CBC Townscape Character Assessment (2006)
CBC Scott Wilson Strategic Flood Risk Assessment (2008)
CBC Affordable Housing SPD (2011)
CBC Communities Facilities SPD (updated 2012)
CBC Better Town Centre SPD (2012)
CBC Sustainable Design and Construction SPD (2011)
Colchester Borough Council Housing Strategy (2012)
CBC Local Air Quality Management Progress Report (2013)
Colchester Environmental Strategy 2014-2019 draft (2014)

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Colchester Borough Council's Comprehensive Climate Risk Assessment (2010)
Colchester Borough Council Landscape Strategy (2013)
Colchester Cycling Strategy SPD (2012)
CBC Core Strategy (2008)
CBC Development Policies DPD (2010)
CBC Site Allocations Policies DPD (2010)
Colchester Borough Green Infrastructure Strategy (2011)
Tendring economic development strategy (2013)
Tendring SHMA (2013)
Braintree District Core Strategy (2011)
Babergh Adopted Core Strategy and Adopted Policies (2011 – 2031) Local Plan Document (2014)
Sustainable Development, Tendring District Council Local Plan Proposed Submission Draft Written Statement 2012 (as amended by the 2014 Focused Changes)
TDC Strategic Flood Risk Assessment (SFRA) (2009)
Tendring Open Space Strategy (October 2009)
Landscape Character Assessment, Vol. 1 & Vol. 2, Land Use Consultants on behalf of Tendring District Council, November 2001
Affordable Housing Viability Study, Tribal Consulting Ltd, October 2010, Viability Testing, Peter Brett, August 2013, reports prepared on behalf of Tendring District Council
Clacton Town Centre Vision, Intend, 2009
Celebrate-on-Sea – 'Putting the fun back into Clacton (2010)
Infrastructure Study, Part 2 (January 2010)
Tendring District Historic Characterisation Project, Essex County Council, 2008
Tendring Geodiversity Characterisation Report, Essex County Council, 2009
Habitat Regulations Assessment Survey and Monitoring, Year 3 Interim Report, Colchester Borough Council, November 2012
Climatic Change Strategy 2010-2016, Tendring District Council

Tendring Economic Strategy (October 2013)
Retail Study Update (September 2010)

### 4.3 Baseline Information (Stage A2)

Annex B details the complete Baseline Information profile for the strategic area relevant to the content of the Common Strategic Part 1 for Local Plans.

The following section outlines a summary of the key baseline information and therefore the current state of the environment for the three authorities' strategic area.

#### 4.3.1 Economy

- Compared to sub-national and national figures, Tendring district has experienced a lower start up rate and a lower de-registration rate of businesses indicating a slightly less robust local economy. Braintree and Colchester are more in line with the county and national business registration and de-registration rates.
- Further to this, Tendring District is predominantly rural in nature; however the majority of businesses are located in an urban location. The majority of businesses in Colchester are in urban areas. This difference is in line with county and national business compositions which recorded highest proportions within urban areas. There is a wider need to provide more employment opportunities in rural locations.
- A total of 68.6% of the working population in Tendring District are in employment which is lower than sub-national and national employment levels. Contrastingly, Braintree and Colchester are above the regional and national percentages for residents in employment. The proportion of Tendring District's working population who are economically active but unemployed is 5.4% which is above Braintree and Colchester as well as sub-national and national unemployment figures.
- Despite this, unemployment is in decline in Tendring, Braintree and Colchester. In Tendring unemployment has decreased by 4.8% since April 2012-March 2013, in Colchester unemployment has fallen by 3.7% since January 2004 and in Braintree unemployment has fallen by 2.9% since April 2012 – March 2013.
- As of 2013, 60.1% of jobs within Tendring, 66.2% of jobs within Braintree and 59.9% of jobs within Colchester were classed as full-time. Tendring and Colchester are lower than the trends in working patterns found in Essex, but Braintree is higher than the county. Tendring, Braintree and Colchester all have a lower percentage of full-time jobs than Great Britain as a whole.
- The majority of jobs within Tendring and across all areas are major group 1-3. For Tendring this accounts for 32.2% of all employee jobs, in Braintree it is 35.3% and Colchester is 39.2%. Despite this, the proportion of people in these employment groups for all areas is lower than the regional and national figures. The other industry in the district which provides a higher proportion of employee jobs compared to the sub-national and national equivalent is major group 6-7, consisting of services industries and sales and accounting for 28.4% of employees in Tendring. Braintree has higher levels of employees in major group 4-5 than the regional and national averages and Colchester also has slightly higher levels of

employees in this major group.

#### 4.3.2 Housing

- The latest population trend data shows that the population in the HMA area is growing annually.
- In 2014/15, 3.8% of the net dwelling completions, which accounts for 10 dwellings, were affordable within Tendring, as opposed to 73.9% in Braintree and 40.0% in Colchester. This data indicates that affordable housing is an issue, particularly in Tendring and to a lesser extent, in Colchester.
- The average dwelling price within Tendring District is £168,829. This is significantly lower than the county and national averages. The average dwelling prices for Essex is similar to the national average, but Tendring District is much lower. Braintree has a higher average dwelling price than Tendring and Colchester at £215,851, but is still lower than the county and national average.
- The composition of dwelling stock for Tendring, Braintree and Colchester is similar to that of Essex and England with the majority of dwellings being in the private sector. However, Tendring District reported the highest proportion of stock within the private sector at 91.3% as well as a smaller proportion of Local Authority owned dwellings compared with Colchester, Essex and England at 4.7%. This is a higher difference between those figures than in Essex and England. In contrast there were proportionately fewer dwellings owned by Private Registered Providers in Tendring than any other area. Braintree has 0.0% local authority owned dwellings in the District.
- Meeting the housing needs in the Districts and Borough is an important issue. The updated SHMA for Braintree, Colchester, Chelmsford and Tendring Councils indicates that the majority of market housing and affordable housing should be 2 and 3 bedroom properties. This trend is replicated when assessing all housing, with 70.3% of housing need across the Districts and Boroughs is 2 and 3 bedroom dwellings.
- Tendring has seen no increase in Gypsy and Traveller provisions since January 2014. Caravan counts in Braintree have increased since January 2014, but with fluctuations in measuring periods between 2014 and 2016 due to not tolerated sites being removed from the statistics, presumably due to eviction or inclusion in the statistics for tolerated sites. A similar trend is apparent in Colchester, with an overall increase in sites for Gypsy and Traveller populations.

#### 4.3.3 Biodiversity

- Ramsar sites are wetlands of international importance designated under the Ramsar Convention which have a high degree of protection. They often incorporate Special Protection Areas (SPAs) and Special Areas for Conservation (SACs). In the Plan Area there are a number of Ramsar sites which include Hamford Water, and parts of the Colne and Blackwater estuaries which include coastal areas, estuaries, rivers and lakes/reservoirs. These Ramsar sites are also SPAs.
- SACs are sites of international importance designated under the EC Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora (the Habitats Directive).

There is 1 SAC in the area: a large coastal area known as Essex Estuaries stretching from Shoeburyness to Jaywick Sands.

- There are a number of National Nature Reserves located in the Plan Area: Blackwater Estuary, Colne Estuary, Dengie and Hamford Water.
- Tendring is also home to the Stour, Orwell and Colne Estuaries and Hamford Water, SPA and Ramsar sites, designated for the conservation and protection of the habitats of migratory and endangered birds, scarce plants and invertebrates and for the conservation of wetlands and are sites of national and international importance. There are no Ramsar sites, Special Protection Areas (SPAs) Special Areas of Conservation (SACs), or candidate Special Areas of Conservation (cSACs) in Braintree District. In Colchester, the Blackwater Estuary, Colne Estuary and Abberton Reservoir are designated as Ramsar sites and Special Protection Areas (SPAs) with international protection.
- All 15 SSSIs in Tendring and all 8 sites in Colchester are meeting the target of at least 95% of the SSSI area being brought into favourable condition. 3 of the 4 SSSIs in Braintree are meeting the target, but Bovingdon Hall Woods is at 93.30% favourable or unfavourable recovering. Colne Estuary in Tendring and Colchester, Stour Estuary in Tendring, Bovingdon Hall in Braintree and Blackwater Estuary in Colchester are the only SSSIs and not meeting the PSA target for 100% of their area, however the area not in a favourable or favourable recovering condition is small.

#### 4.3.4 Landscapes

- Within the area's landscape there are many areas of special interest which have been designated and protected from inappropriate development. The main areas of importance are Landscape Character Areas (LCAs), an Area of Outstanding Natural Beauty (AONB), Protected Lanes and Special Verges.
- The Essex Landscape Character Assessment (Chris Blandford Associates, 2003) is based on the Countryside Agency's guidance, and establishes a 'baseline' of the existing character of the Essex landscape. The assessment involved a broad review of the landscape identifying 'Landscape Character Areas' within Essex. They are areas with a recognisable pattern of landscape characteristics, both physical and experiential, that combine to create a distinct sense of place.
- Protected lanes have significant historic and landscape values. They generally originate from pre-historic track ways, which have been in continual (if lighter) use since. Protected lanes are often narrow, sunken and enclosed by a combination of mixed deciduous hedges and mature trees, ditches and raised verges that can be indications of great age. The volume weights and speed of traffic is often limited to preserve the special character and due to their age and use they also have great biological value. Protected Lanes and on-statutory assets, however hold some weight in planning decisions. Braintree District Council include consideration of Protected Lanes and Colchester Borough Council have emerging evidence base on the matter.
- In Colchester and the north west of Tendring District is the Dedham Vale Area of Outstanding Natural Beauty (AONB) covering an area of 90 sq km, designated for conservation due to its significant landscape value. Made famous by the paintings of Constable and Gainsborough, its traditional grasslands, wildflower meadows and

hedgerows provide an opportunity for both residents and visitors to enjoy the peace and beauty of what are among some of England's most precious and vulnerable landscapes. In addition, there are discussions currently underway regarding the possibility of expanding the Dedham Vale AONB westward into the northern part of Braintree District. Proposed by the Stour Valley Partnership, the proposals are supported by Essex County Council, Braintree District Council and Colchester Borough Council.

- Tendring has a significant concentration of grade 1 and 2 agricultural land to the north west of the District on the border with Colchester Borough. The majority of the central party of the District is grade 3 land, with small areas of grade 2 running from south west to north east through the centre of Tendring. Coastal areas have lower quality land, with grade 4 land to the south around Colne Point and Holland-on-Sea and grade 4 and 5 land around Harwich and Dovercourt.
- Grade 1 and 2 agricultural land is predominantly in the north east of Colchester Borough, with some areas of grade 2 land to the west and north west. Land to the south of the borough is lower quality, the majority of which is grade 3 with some areas of grade 4 and 5 along the banks of the river Colne and Abberton reservoir.
- Braintree predominantly features grade 2 agricultural land across the majority of the District, with areas of grade 3 land throughout. Some more concentrations of grade 3 land are notable towards the north of the District. There is an area of poor quality grade 5 land to the east of Stisted and Braintree town.

#### **4.3.5 Population and Social**

- The area's population has been projected to increase (ONS, 2014) to 2021. Some of the highest increases in populations county-wide are forecast to be in Colchester Borough and Tendring District.
- When compared to regional and national figures the area has a similar percentage of the population who are of working age. This is despite the area having a slightly larger percentage population of over 65 than regionally and nationally and also a smaller proportion of people aged 16-24.
- The population in Tendring, Braintree and Colchester are all predicted to increase over Local Plan Periods, with the highest growth rates in Colchester, followed by Tendring and Braintree. The population structure in Colchester is more weighted towards 20-44 year olds, similar to the trends in Braintree but with less dominance in this age group. Contrastingly, Tendring has a higher population of people aged over 65. This age group is also predicted to increase over Local Plan periods.
- In Braintree District, the level of demand for secondary school places in Year 7 is predicted to rise over the course of the next 5 years. In Colchester, pressure on primary school places is forecast to continue in line with considerable housing development in the area. In the Stanway area in particular new housing developments are progressing and there is likely to be more pressure on school places, which will be monitored closely.
- Secondary school Year 7 intakes in Colchester are forecast to rise significantly from September 2017 onwards and options are being explored in active collaboration with the schools in Colchester town to provide the additional places required.

- Pupil numbers across Clacton secondary schools are predicted to decline over the next 3 years. However, the level of demand for Year 7 places is forecast to increase significantly from 2018/19 onwards once pupils from new housing are included within forecasts, and this situation will be closely monitored. Pupil numbers across the other secondary schools / academies in the district are forecast to remain relatively stable over the course of the next 5 years. The impact of new housing in the locality of these schools will be closely monitored to ensure that there are sufficient school places available to meet any increase in demand.
- Tendring on average has lower proportions of students achieving KS4 results across all measures when compared with Braintree and Colchester. This trend extends to adult qualifications, where Braintree and Colchester are above regional and national averages for adults with NVQ1 level qualifications or higher. In general, Tendring has a less educated population than Braintree, Colchester, the sub region and nation.
- Tendring has the highest level of deprivation for a local authority within Greater Essex. Of the 326 local authorities within England, Tendring ranks within the top 25% for extent and the top 16% for the remaining three measures –local concentration, average score and average rank. Braintree and Colchester are less deprived, with Colchester ranking 6th in Essex on average and Braintree less deprived ranking 8th in Essex on average.
- Life expectancy of residents within Tendring District is lower than the regional and national averages with men living for an average of 78.7 years and women on average living 82.0 years. Braintree and Colchester have higher life expectancies for men and women than the national figures, but are both below the regional figures. In general, life expectancy is increasing within the Districts and nationwide. Colchester has the highest life expectancies of the three Districts for women, at 83.5 and Braintree has the highest for men at 80.1. The implications of this will mean that as people live longer there will be increased pressure on services and housing for the elderly.
- Tendring has a higher proportion of claimants of incapacity benefit or severe disability allowance than Braintree, Colchester, the region and the nation. The majority of claimants across all Districts and Borough are aged 50+, but a higher percentage of people aged 25-49 claimed in Braintree than Tendring and Colchester.
- Participation in sport has seen a reduction in Tendring and Colchester from the previous year, and Braintree also has reduced overall since 2012-13 despite a small increase in the previous year. In addition, obesity in Tendring is more prevalent than Braintree, Colchester, the region and the nation. Braintree also has a higher proportion of adults classified as obese but a lower proportion of children aged 4-5. Colchester has lower percentages of both adults and children aged 4-5 classified as obese.

#### **4.3.6 Air Quality and Noise**

- There are no Air Quality Management Areas (AQMAs) located in Braintree District. The main air quality issues in the District relate to nitrogen dioxide (NO<sub>2</sub>) and particulate emissions from vehicles travelling on the A12 and A120.
- There are no AMQAs within Tendring District.
- 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.
- The Tendring District Council Air Quality Progress Report shows that Tendring District is currently meeting the air quality objectives. The automatic data does show there is a risk of exceeding the nitrogen dioxide objective at the Clacton Town Hall site; however this site experienced low data capture due to networking problems.

#### **4.3.7 Climatic Factors**

- Tendring District, Colchester Borough and Braintree District all consume more energy from non-renewable sources as a percentage of their consumption compared to the East of England as a whole. More than three quarters of Tendring and Braintree District's 2,532.2GWh and 3,019.1GWh respective energy consumption is from petroleum products and natural gas. For Colchester, the percentage is just below 75% for the same energy sources. Colchester and Braintree are closer to the East of England average than Tendring. Registering 38.27% of their consumption deriving from petroleum, Tendring is lower than the percentage for Braintree, Colchester and the East of England. In contrast only 20.6GWh of energy consumed is from renewable bioenergy and waste sources, equating to just 0.81% of energy consumption in Tendring. This is comparatively low when measured against the 0.94% in Braintree and 1.01% achieved across the East of England region, but higher than the 0.71% achieved in Colchester.
- Industry, domestic and transport each produce roughly 1/3 of the total CO<sub>2</sub> emissions within Colchester, however there is more variation in the statistics for Tendring and Braintree. The industry and commercial sector produces the smallest amount in every District at 28.8% for Tendring, 29.7% in Braintree and 31.6% in Colchester. Transport produces the most in Braintree at 37.4%, whereas domestic emissions are the highest in Tendring and Colchester at 41.6% and 34.8% respectively.
- Tendring has one of the lowest reductions in CO<sub>2</sub> emissions relative to the 2005 data of all the Districts in Essex at just 11.5%. This is 6.1% below the average reduction per capita for Essex. Braintree and Colchester are higher than the Essex average at 18.7% and 18.6% respectively.

#### **4.3.8 Transport**

- The area is largely rural, whilst also being the site of a key international gateway at Harwich.
- There are network efficiency issues on a number of strategic inter-urban routes which are operating at or near to capacity. In addition, the capacity of the A12 is further constrained by the operation of the junctions and sub-standard slip roads. The A12, managed by Highways England, has recognised issues with poor reliability and delays, and the Roads Investment Strategy (2015 – 2020) seeks to implement major improvements to address these issues. The A120 between Braintree and the A12 junction suffers from heavy

congestion, high accident risk and poor journey reliability. ECC is leading a project, with Highways England, to study options for dualling this section of the route. A number of key junctions on the local highway network also operate at 'over capacity' during peak hours.

- Proportionately more households own 1 car or van within Tendring District at 45.3%, which is slightly higher than national and regional statistics. Colchester is also higher than the regional and national figures at 43.8% and Braintree has the lowest proportion of households owning 1 or more car at 40.3%.
- Tendring and Colchester are above the regional and national averages for households owning 1 or more cars, in contrast with Braintree which is lower. Despite this, a lower proportion of people use a private car or van to travel to work. Similarly, Colchester has fewer employees travelling to work by car or van, which could be as a result of a higher number of employment opportunities closer to their homes negating the need for travel by car. The same reasoning applies to Braintree, where more employment opportunities are in rural locations and more people travel to work by car or van.
- All Districts and Boroughs registered significant proportions of residents travelling outside to other local authority areas to find employment. Just 59.9% of residents in Braintree remained in the District for their work, which was the lowest percentage of the Districts and Boroughs. Tendring was the next highest, followed by Colchester with the lowest proportion of residents travelling elsewhere for employment.

#### **4.3.9 Water**

- The main rivers in the area are the Colne and the Pant/Blackwater. The north of the area has relatively high contamination vulnerability because of the porosity of the underlying chalk.
- In addition to natural water bodies there are various artificial water bodies in the county. Abberton is one of the County's largest inland water resources.
- Water management is challenging in the Strategic Area given the combination of high development growth and it being one of the driest counties in England. Annual rainfall in the area is only 65% of the average in England and Wales. In respect of water quantity a significant portion of the resource is considered to be 'water stressed'; the resource availability status of rivers and aquifers show that they are generally over abstracted; and not self-sufficient in relation to local sources of water supply and needs to import substantial quantities of water to satisfy existing demand.
- The latest Colchester Water Cycle Study identified issues with a number of smaller ward areas within the Borough. These are:
  - North Colchester – Wastewater treatment and Wastewater Infrastructure
  - Colchester Town Centre and Fringe – Wastewater Treatment and Wastewater Infrastructure
  - South Colchester (Garrison) – Wastewater Treatment and Wastewater Infrastructure
  - East Colchester - Wastewater Treatment and Wastewater Infrastructure
  - Stanway - Wastewater Treatment and Wastewater Infrastructure
  - Colchester other areas - Wastewater Treatment

- Wivenhoe/Rowhedge - Wastewater Treatment and Wastewater Infrastructure
- Tiptree – Water Supply Resources, Wastewater Infrastructure and more recently Environment – Water Quality
- West Mersea – Wastewater Infrastructure
- Marks Tey – Wastewater Treatment and Environment – Water Quality
- Other Villages – Eight Ash Green (EAG) and Langenhoe - Wastewater Treatment - EAG
- The key activities required to resolve the “red” time periods above are:
- Water Supply - Implementation of proposed transfer of water from Planning Zone 56 - Colchester to Planning Zone 63 - Tiptree
- Wastewater - Implement proposed discharge consent increases and process improvements at Colchester STW and Copford STW. Upgrade/extension of existing sewers or implementation of new sewer
- Water Quality - Implementation of BAT technologies, and therefore significant investment, to keep pollution levels within consent.
- The latest Tendring Water Cycle Study identified issues with a number of smaller wards within the District. These are:
- Jaywick – Wastewater Treatment and Wastewater Infrastructure
- Frinton-on-Sea and Walton-on-the-Naze – Wastewater Infrastructure
- Brightlingsea – Wastewater Infrastructure
- Lawford, Manningtree and Mistley – Wastewater Infrastructure
- Thorpe le Soken – Wastewater Infrastructure
- St Osyth – Wastewater Infrastructure
- The key activities required to resolve the “red” time periods above are:
- Wastewater - Detailed review of development and discharges to establish the required increase in the consented DWF for Jaywick STW, and apply if necessary.
- Extension and upgrade/capacity increase of current sewer network.
- In Braintree, the latest Water Cycle Study concludes that potable water may require an upgrade, but that potable water supply can support the predicted growth in the District. A stage 2 report explores the possibility of reducing water demand through dwelling design. Additional Wastewater Treatment Works (now Water Recycling Centres) and Sewerage Networks may be required as environmental water quality is highlighted as a cause for concern, but again there is confidence that existing treatment facilities can support the additional wastewater.

#### **4.3.10 Flooding**

- The National Planning Policy Framework seeks to avoid inappropriate development in areas at risk of flooding, but where development is necessary, to ensure that it is safe and does not increase flood risk elsewhere.

- Surface water flood risk is relatively high with all main settlements assessed being ranked in the top 1,000 settlements most susceptible to surface water flooding.
- Significant levels of flood risk have been identified along the Essex coast and inland along river stretches.

#### **4.3.11 Cultural Heritage and Townscape**

- The historic environment should be effectively protected and valued for its own sake, as an irreplaceable record which contributes to our understanding of both the present and the past.
- There is a concentration of listed buildings in the district of Braintree and also around historic towns such as Colchester.
- Archaeological deposits across Tendring, Braintree and Colchester range in date from the Palaeolithic, through to structures related to the Cold War. However, it should also be remembered that the EHER records represent only the known deposits with many new sites being identified each year. Archaeological sites (and their setting) constitute a finite, non-renewable resource which is vulnerable to damage. There is a need for updated Historic Characterisation Studies within the Districts and Borough to provide a more accurate description of the archaeological deposits in order to better understand the vulnerability of the historic environment.
- According to the Heritage at Risk Register (2016), there are 15 assets listed as being at risk in Tendring. This consists of 7 Scheduled Monuments, 4 Listed Buildings and 4 Conservation Areas. There are 7 assets listed as being at risk in Braintree. This consists of 3 Scheduled Monuments, 2 listed places of worship and 2 Conservation Areas. There are 10 assets listed as being at risk in Colchester. This consists of 4 Scheduled Monuments, 2 listed places of worship, 1 Listed Building and 3 Conservation Areas.
- Colchester Borough boasts 52 Scheduled Monuments, which is the highest number when compared with Braintree and Tendring. Braintree District contains 40 Scheduled Monuments and Tendring District benefits from 27 Scheduled Monuments which include above and below ground features.
- There are 3 Registered Parks and Gardens within Tendring District, 8 Registered Parks and Gardens within Braintree District and 4 Registered Parks and Gardens within Colchester Borough which have each been designated by English Heritage as being “a park or garden of special historic interest”.
- Braintree has the most Conservation Areas of the 3 authorities with 37. Both Tendring and Colchester have 22 Conservation Areas which are defined as historical settlements and buildings having ‘special architectural or historical interest, the character of which is desirable to preserve or enhance’.

#### **4.3.12 Minerals and Waste**

- The Strategic Area has extensive deposits of sand and gravel. The sand and gravel resources in Essex are significant in national, sub-national and local terms - Essex is one of the largest producers in the UK; most geographically extensive and significantly mixed within the centre and north of Essex – namely the districts of Uttlesford, Braintree,

Chelmsford, Colchester and Tendring.

- The Replacement Waste Local Plan (submitted June 2016), as published by Essex County Council and Southend-on-Sea as the combined Waste Planning Authority, allocates 4 sites within Tendring, 1 in Braintree and 2 within Colchester for the treatment of biological waste, inert waste, inert landfill and other waste management. These are:
  - Tendring
  - Morses Lane, Brightlingsea
  - Sloughs Farm, Ardleigh
  - Sunnymead, Elmstead & Heath Farms
  - Wivenhoe Quarry Plant area
  - Braintree
  - Rivenhall
  - Colchester
  - Bellhouse Landfill Site
  - Fingringhoe Quarry
- Three sites within Braintree District have been identified as preferred or reserved sites for primary mineral extraction of sand and gravel in the Essex Minerals Plan (Policy P1, Table 5), which was adopted in July 2014. These include sites at Bradwell Quarry (Rivenhall Airfield) comprising Site No's A3 – A7; one site at Broadfield Farm, Rayne (Site No A9); and one site on land at Colemans Farm (Site No A46).
- There are two sites within Tendring identified as preferred or reserved for primary mineral extraction of sand and gravel. These are Site Nos A20 – Sunnymead, Alresford and B1 – Slough Farm, Ardleigh.
- There is one site within Colchester identified as preferred or reserved for primary mineral extraction of sand and gravel. This is Site No A13 - Colchester Quarry, Fiveways.
- The majority of the sand and gravel produced in Essex (about 78%) is used within the County itself. This position looks unlikely to change over the long-term. Consequently the main factor influencing production of sand and gravel in the future will be the need to meet the minerals demand for the whole of Essex created by major development and new infrastructure projects within Essex itself.
- The silica sand resources in Essex are processed for industrial purposes at Ardleigh from a mixed resource, north-east of Colchester. Industrial uses include glassmaking, foundry casting, ceramics, chemicals and water filtration

#### **4.3.13 Data Limitations**

Not all the relevant information was available for the each authority in the Strategic Area on a comparable basis, or at the relevant level; as a result there are some gaps within the data set. It is believed however that the available information shows a comprehensive view on sustainability within the Strategic Area. New data that becomes available will be incorporated in the SA.

It should be noted that while the baseline will be continually updated throughout the SA process,

the information outlined within this report represents a snapshot of the information available at the beginning of June 2016.

#### 4.4 Key Sustainability Issues and Problems and Sustainability Objectives (Stage A3)

The outcome of Stages A1 – A2 in the SA Process is the identification of key sustainability issues and problems facing the Strategic Area which assist in the finalisation of a set of relevant Sustainability Objectives. Issues are also identified from the review of plans and programmes and a strategic analysis of the baseline information.

Sustainability Objectives are also drawn from an amalgamation of the SA Scoping Report of each authority's Local Plan in order to align the separate SAs of both the Common Strategic Part 1 for Local Plans and individual Local Plans (representing Part 2 in each authority).

The appraisal of the Common Strategic Part 1 for Local Plans will be able to evaluate, in a clear and consistent manner, the nature and degree of impact and whether significant effects are likely to emerge from the Common Strategic Part 1 for Local Plan's proposed content. The alignment between the Sustainability Objectives in this SA with the Objectives of each authority's separate Local Plan SA will ensure an integrated approach between strategic issues and those that are local and specific to each authority.

The following table outlines the stages which led to the formulation of the Sustainability Objectives for the Common Strategic Part 1 for Local Plans, which were based on key sustainability issues and considerations for the whole Strategic Area.

**Table 2: Key Sustainability Issues and Problems**

Key Issues	Description / Supporting Evidence	State of environment in absence of the Common Strategic Part 1 for Local Plans	Sustainability Objective (SO)
Social integration	Some of the highest increases in populations county-wide are forecast to be in Colchester Borough and Tendring District and there is a need to integrate new communities with existing ones.	The absence of a strategic approach across the HMA is likely to lead to the allocation of development across the area that can be considered comparatively more piecemeal and not of the scale to stimulate wider infrastructure benefits, and ancillary development requirements, that can be of wider benefit to new and existing communities.	1) Create safe environments which improve quality of life, community cohesion
Quality of life	Tendring has the highest level of deprivation for a local authority within Greater Essex.		
Population growth	The latest population trend data shows that the population in the HMA area is growing annually.	Without a strategic approach within the HMA, it is probable that each authority	2) To ensure that everyone has the opportunity to live in

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Key Issues	Description / Supporting Evidence	State of environment in absence of the Common Strategic Part 1 for Local Plans	Sustainability Objective (SO)
	<p>The area's population has been projected to increase (ONS, 2014) to 2021. Some of the highest increases in populations county-wide are forecast to be in Colchester Borough and Tendring District.</p>	<p>would have to explore the allocation of marginal and less sustainable land that does not offer the wider benefits of Garden Communities.</p>	<p>a decent, safe home which meets their needs at a price they can afford</p>
<p>The need for specific housing types</p>	<p>There is an identified need for more starter homes and housing for older people.</p>	<p>As indicated by need, market forces alone can not be expected to deliver all types of housing need in the HMA. The exploration of Spatial Strategy and Garden Community options across the strategic area enables sustainable growth to be well dispersed in reflection of needs and most importantly ensures the delivery of such housing through adhering to Garden City Principles.</p>	
<p>Affordable housing</p>	<p>In 2014/15, 3.8% of the net dwelling completions, which accounts for 10 dwellings, were affordable within Tendring, as opposed to 73.9% in Braintree and 40.0% in Colchester. This data indicates that affordable housing is an issue, particularly in Tendring and to a lesser extent, in Colchester.</p>	<p>The scale of cross-boundary Garden Communities, explored through the Strategic Part 1 for Local Plans are such that affordable housing delivery and units for older people can significantly increase. It is also a Garden City</p>	
<p>Ageing population</p>	<p>The population structure in Colchester is more weighted towards 20-44 year olds, similar to the trends in Braintree but with less dominance in this age group. Contrastingly, Tendring has a higher population of people aged over 65. This age group is also predicted to increase over Local Plan periods.</p>	<p>Principle and requirement of such strategic development. In the absence of the Strategic Part 1 for Local Plans, there is a possibility that a higher proportion of smaller sites are allocated for development in Local Plans, which would not provide such significant increases in affordable housing and housing for</p>	

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Key Issues	Description / Supporting Evidence	State of environment in absence of the Common Strategic Part 1 for Local Plans	Sustainability Objective (SO)
		older people.	
Gypsy and Traveller requirements	Tendring has seen no increase in Gypsy and Traveller provisions since January 2014. Caravan counts in Braintree have increased since January 2014, but with fluctuations in measuring periods between 2014 and 2016 due to unauthorised sites being removed from the statistics, presumably due to eviction or inclusion in the statistics for tolerated sites. A similar trend is apparent in Colchester.	Garden Communities, as explored in the Common Strategic Part 1 for Local Plans have the capability, and are likely to provide adequate Gypsy and Traveller provision, located in sustainable areas, that is unlikely to otherwise be forthcoming from call-for-sites processes.	
Healthcare services	Health services in the Strategic Area are either underprovided or otherwise oversubscribed. Life expectancy of residents within Tendring District is lower than the regional and national averages with men living for an average of 78.7 years and women on average living 82.0 years. Braintree and Colchester have higher life expectancies for men and women than the national figures, but are both below the regional figures.	In exploring options for strategic level growth, Garden Communities have the opportunity to integrate adequate health service and recreation provision into the settlement, or can otherwise ensure that accessibility to healthcare facilities is improved. In the absence of this approach, it is likely that current trends will continue and negative implications be exacerbated.	3) To improve the health of the District's residents and mitigate/reduce potential health inequalities
Participation in sport and obesity	Participation in sport has seen a reduction in Tendring and Colchester, and Braintree also has reduced overall since 2012-13. In addition, obesity in Tendring is more prevalent than Braintree, Colchester, the region and the nation.		
Business start ups	Compared to sub-national and national figures, Tendring district has experienced a lower start up rate and a lower de-registration rate of businesses indicating a slightly less robust local economy. Braintree and Colchester are more in line with the county and national business registration and de-registration rates.	The link between homes and jobs, is a key tenet of sustainability, as is ensuring progressive growth in employment opportunities across a range of sectors. This is best addressed at a strategic level, and the	4) To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and

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Key Issues	Description / Supporting Evidence	State of environment in absence of the Common Strategic Part 1 for Local Plans	Sustainability Objective (SO)
Rural employment	Tendring District is predominantly rural in nature; however the majority of businesses are located in an urban location. The majority of businesses in Colchester are in urban areas.	opportunities presented by Garden Communities ensure that this mix can be adequately provided; in contrast, without such an approach it can be expected that out commuting will continue and the location of new housing and employment opportunities would remain disparate.	captures the economic benefits of international gateways
Commuting patterns	All the authorities registered significant proportions of residents travelling outside to other local authority areas to find employment. Just 59.9% of residents in Braintree remained in the District for their work, which was the lowest percentage of the Districts and Boroughs. Tendring was the next highest, followed by Colchester with the lowest proportion of residents travelling elsewhere for employment.		
International and European wildlife designations	In the Plan Area there are a number of Ramsar sites which include Hamford Water, and parts of the Colne and Blackwater estuaries which include coastal areas, estuaries, rivers and lakes/reservoirs. These Ramsar sites are also SPAs. There is also one SAC in the area: a large coastal area known as Essex Estuaries	The exploration of strategic growth in a plan led system at an early stage enables the results and recommendations of HRA and AA to be factored into plan making at the strategic level. This ensures that mitigation strategies can be developed as per the recommendations of these studies to alleviate pressure on designations and eradicate any 'likely significant effects.'	5) To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity
National and local wildlife designations	There are a number of National Nature Reserves, SSSIs, Local Wildlife Sites and Local nature Reserves in the strategic area.	The exploration of strategic growth in a plan led system at an early stage, enables the green infrastructure of the strategic area to be interconnected and enhanced through a joined-up approach to new settlements and associated economies of scale that	

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Key Issues	Description / Supporting Evidence	State of environment in absence of the Common Strategic Part 1 for Local Plans	Sustainability Objective (SO)
		could otherwise not be expected.	
Car ownership	Tendring and Colchester are above the regional and national averages for households owning 1 or more cars, in contrast with Braintree which is lower.	Car ownership can be expected to increase without the development of solutions that deliver truly sustainable options at a strategic level that ensure a range of employment opportunities and services are accessible by sustainable means.	6) To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion
Congestion	Congestion is common on specific sections of the Council-managed network.		
Air quality	There are a number of AQMAs in Colchester		
Congestion and interconnectivity	There are network efficiency issues on a number of strategic inter-urban routes which are operating at or near to capacity. The Government-managed A12 has recognised issues with poor reliability and delays.	Without a strategic plan-led approach to growth, it is possible that development requirements, on a district / borough wide basis are not forthcoming at the specific scales required to stimulate transport infrastructure delivery and wider interconnectivity of more rural areas with sustainable transport improvements.	7) To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary transport infrastructure to support new development
Transport infrastructure	There is a strategic need for transport infrastructure improvements associated with the A12 and A120		
Rural transport	The strategic area is largely rural in nature, and rural public transport services and interconnectivity is poor.		
Educational achievement	Tendring on average has lower proportions of students achieving KS4 results across all measures when compared with Braintree and Colchester. This trend extends to adult qualifications, where Braintree and Colchester are above regional and national averages for adults with NVQ1 level qualifications or higher. In general, Tendring has a less educated population than Braintree, Colchester, the sub region and nation.	Solutions to address these two issues can be considered to be viable only through Garden Communities at the strategic level that can incorporate and stimulate the provision of new primary and secondary school facilities by meeting required dwelling yield thresholds.	8) To improve the education and skills of the population
School capacity	School capacities are forecast to be in deficit, when adjusted for new housing requirements		

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Key Issues	Description / Supporting Evidence	State of environment in absence of the Common Strategic Part 1 for Local Plans	Sustainability Objective (SO)
Heritage assets at risk	According to the Heritage at Risk Register (2016), there are 15 assets listed as being at risk in Tendring. This consists of 7 Scheduled Monuments, 4 Listed Buildings and 4 Conservation Areas. There are 7 assets listed as being at risk in Braintree. This consists of 3 Scheduled Monuments, 2 listed places of worship and 2 Conservation Areas. There are 10 assets listed as being at risk in Colchester. This consists of 4 Scheduled Monuments, 2 listed places of worship, 1 Listed Building and 3 Conservation Areas.	A plan-led approach over the wider strategic area ensures that housing and employment needs can be met in more suitable areas regarding the protection of the historic environment; in the absence of this approach district / borough wide needs would be met more independently and development pressures could lead to the allocation of less suitable land or urban concentration / expansion at higher densities which could impact on Conservation Areas and historic cores. The exploration of Garden Communities at the scales identified also ensures that mitigation strategies can be successfully and holistically integrated over a wide area with additional potential for the enhancement of any heritage assets or their settings.	9) To conserve and enhance historic and cultural heritage and assets and townscape character?
Listed buildings	There is a concentration of listed buildings in the district of Braintree and also around historic towns such as Colchester.		
Historic towns	Colchester is the country's oldest town and the historic environment should be effectively protected and valued for its own sake, as an irreplaceable record which contributes to our understanding of both the present and the past.		
Renewable energy use	Tendring District, Colchester Borough and Braintree District all consume more energy from non-renewable sources as a percentage of their consumption compared to the East of England as a whole	Solutions to address this issue can be considered to be viable only through Garden Communities at the strategic level that can incorporate and stimulate the provision for renewable energy and energy efficiency aspirations through economies of scale.	10) To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation.
Water scarcity and management	Water management is challenging given the combination of high development growth and it being one of the driest	In the absence of the strategic Part 1 for Local Plans, development could	11) To improve water quality and address water

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Key Issues	Description / Supporting Evidence	State of environment in absence of the Common Strategic Part 1 for Local Plans	Sustainability Objective (SO)
	<p>counties in England. In respect of water quantity a significant portion of the resource is considered to be 'water stressed'; the resource availability status of rivers and aquifers show that they are generally over abstracted; and not self-sufficient in relation to local sources of water supply and needs to import substantial quantities of water to satisfy existing demand</p>	<p>come forward that does not explore holistic approaches to meeting water demand within the strategic area.</p>	<p>scarcity and sewerage capacity</p>
<p>Fluvial flood risk</p>	<p>Although flooding cannot be completely prevented, its impacts can be avoided and reduced through effective planning and land management. The National Planning Policy Framework seeks to avoid inappropriate development in areas at risk of flooding, but where development is necessary, to ensure that it is safe and does not increase flood risk elsewhere.</p>	<p>A plan-led approach over the wider strategic area ensures that housing and employment needs can be met in areas that are less susceptible to flooding; in the absence of this approach district / borough wide needs would be met more independently and development pressures could lead to the allocation of less suitable land or urban concentration / expansion at higher densities which would exacerbate surface water flood risk. The exploration of Garden Communities at the scales identified also ensures that sustainable drainage methods can be successfully and holistically integrated over a wide area with additional potential for biodiversity gain.</p>	<p>12) To reduce the risk of fluvial, coastal and surface water flooding</p>
<p>Surface water flood risk</p>	<p>Surface water flood risk is relatively high with all main settlements assessed being ranked in the top 1,000 settlements most susceptible to surface water flooding.</p>		
<p>Coastal flood risk</p>	<p>Significant levels of flood risk have been identified along the Essex coast and inland along river stretches.</p>		
<p>Air quality</p>	<p>There have been general reductions on the average energy consumption on roads in the area. Similar reductions are apparent on the majority of roads throughout all authorities with the exception of minor roads in Colchester.</p>	<p>There is a need to allocate strategic development in such a way that air quality issues in Colchester are not exacerbated. Without a strategic approach across the HMA, it is possible that the Borough Council would</p>	<p>13) To improve air quality</p>

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Key Issues	Description / Supporting Evidence	State of environment in absence of the Common Strategic Part 1 for Local Plans	Sustainability Objective (SO)
		be prompted to allocate less suitable land, or a number of urban extensions to the main town of Colchester, to meet their borough-wide needs as stated in the OAN Report.	
AQMA's	There are a large number of AQMA's in the town of Colchester.	A plan-led approach over the wider strategic area ensures that housing and employment needs can be met in more suitable areas as opposed to any concentration / expansion of towns at higher densities which could exacerbate air quality issues .	
AONB pressures	There is one AONB, Dedham Vale, which lies on the border of Suffolk and Essex in Colchester Borough covering an area of 90 sq km. It has been designated such because it is an exceptional example of a lowland river valley and plans are being explored to extend this designation westward.	A strategic approach to growth in the HMA has the ability to preserve and enhance such designations through exploring options over a wider geographical area. Without such an approach, Colchester Borough Council could be prompted to allocate less suitable land in the Borough to meet unmet development requirements as identified in the OAN Report, potentially including land that negatively impacts on the AONB or its future enhancement.	14) To conserve and enhance the quality of landscapes
Agricultural land and soil quality	There are significant areas of Grade 1 agricultural land within Tendring, and smaller areas within Colchester Borough.	A strategic approach to growth in the HMA has the ability to protect such areas through exploring options over a wider geographical area. Without such an	15) To safeguard and enhance the quality of soil and mineral deposits?

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Key Issues	Description / Supporting Evidence	State of environment in absence of the Common Strategic Part 1 for Local Plans	Sustainability Objective (SO)
		<p>approach, Colchester Borough Council and Tendring District Council could be prompted to allocate Grade 1 land to meet unmet development requirements as identified in the OAN Report.</p>	
<p>Preserving mineral deposits</p>	<p>The area has extensive deposits of sand and gravel. The sand and gravel resources in Essex are significant in national, sub-national and local terms - Essex is one of the largest producers in the UK; most geographically extensive and significantly mixed within the centre and north of Essex – namely the districts of Uttlesford, Braintree, Chelmsford, Colchester and Tendring.</p>	<p>The exploration of meeting growth needs holistically over the strategic area allows for the preservation of mineral deposits through their consideration in allocating sites. Without such an approach, district / borough wide growth targets would need to be met on a more strictly focused LPA level, which could lead to development pressures on more constrained land to meet demand, including exploring development in Minerals Safeguarding Areas (MSAs).</p>	

## **5 The Approach to Assessing Strategic Content within the Sustainability Appraisal**

As previously set out, the Common Strategic Part 1 for Local Plans is intended to form part of each of the authorities' separate Local Plan, with the main purpose of covering the strategic Local Plan requirements of:

- Articulating a spatial portrait of the area, including its main settlements and strategic infrastructure, as a framework for accommodating future planned growth;
- Setting out the numbers of additional homes and jobs across the area that will be needed covering the plan period to 2033;
- Providing a strategic vision for how planned growth in north Essex will be realised;
- Setting strategic objectives and policies for key growth topics; and
- Highlighting the key strategic growth locations across the area and the necessary new or upgraded infrastructure to support this growth.

The SA, in line with the scope of the Common Strategic Part 1 for Local Plans, is required to assess the impacts of the three authorities' strategic content. For this purpose, and as required of SA, a broad sustainability framework relevant to the geographical scope of the three authorities has been devised. In addition, and again relevant to the key sustainability issues of the three authorities, a site assessment framework has been developed for the purpose of assessing the sustainability of Garden Community options in the whole area on a quantitative and comparable basis and crucially to the same level of detail.

The methodology adopted for the SA of the Common Strategic Part 1 for Local Plans represents an amalgamation of the work undertaken for each authority's Local Plan Sustainability Appraisal Scoping Report, all of which have been subject to formal consultation as per the requirements of the SEA Regulations. In addition, work has been undertaken by Essex County Council (ECC) and the Advisory Team for Large Applications (ATLAS) to assist the authorities in selecting suitable strategic, or large scale development sites in conjunction with the site assessment criteria / frameworks of each authority's SA, and incorporating Town and Country Planning Association (TCPA) Garden City principles. This work has also been factored into formulating an appraisal framework for assessing Garden Community options and alternatives.

### **5.1 An Overview of the Three Authorities Local Plan SA Sustainability Objectives**

Work has been undertaken by the North Essex Authorities and ECC in selecting suitable strategic or large scale development sites in conjunction with the site assessment criteria / frameworks of each authority's SA. This work identified the Sustainability Objectives of each authority's Local Plan SA and sought to develop a common framework for the purpose of assessing cross-boundary Garden Community options across Braintree, Colchester and Tendring.

In response to the emergence of a Common Strategic Part 1 for Local Plans, it is considered that this work, and the principle of amalgamating the SA methodologies of the three authorities, is highly relevant for assessing all strategic elements of the three authorities' Local Plans. The development of each authorities' Local Plan SA methodologies have been developed initially with such an alignment in mind, in order to effectively assess any cross-boundary sites and themes across the Housing Market Area (HMA). The following table summarises the three authorities'

respective Local Plan SA Framework Objectives.

**Table 3: Sustainability Objectives for the Three Authorities Local Plan SAs**

Braintree District Council	Colchester Borough Council	Tendring District Council
1. Safe environments/ quality of life/community cohesion	1.Decent/Affordable Homes	1.Decent/affordable homes
2.Decent homes	2.Sustainable location/efficient use of land	2.Harness the District's economic strengths
3.Improve health/reduce health inequalities	3. Prosperous economy – opportunities for jobs/vitality of centres	3.Skills base/learning opportunities
4.Vitality & viability of centres	4.Sustainable travel behaviour	4.Sustainable travel/international gateways
5.Levels of prosperity & economic growth	5.Resilient communities/better economic & social outcomes	5.Wellbeing through community cohesion & social capital
6.Biological & geological diversity	6.Reduce inequalities in health/safety by community cohesion	6.Reduce levels of poverty & exclusion
7.Sustainable transport choices & uptake	7.Conservation/townscape/ heritage assets	7.Reduce contributions to climate change
8. Accessibility & transport infrastructure	8.Natural environment/ biodiversity	8.Natural and historic assets
9. Education & skills	9.Efficient use of energy/reduce/ reuse/recycle	9.Prudent use of natural resources
10. Cultural heritage	10.Reduce contributions to climate change	
11.Reduce climate change		
12. Water quality & address water scarcity/sewerage capacity		
13. Reduce flood risk		
14.Improve air quality		
15. Maintain/enhance landscape/townscape quality		
16.Safeguard/enhance soil quality		

It is considered that there is sufficient overlap between the three authorities' Local Plan SA

Objectives so as to create a single framework that would be applicable and relevant to the wider area. Despite this, it is felt necessary to create two frameworks to assess different elements / content of the Common Strategic Part 1 for Local Plans. Whereas the Objectives above reflect the topics required of sustainability appraisal in line with the requirements of Local Plans as set out in the NPPF, there is a need to ensure that issues of local distinctiveness are captured. With that in mind, two separate frameworks have been formulated: one to assess content relevant to the numbers of additional homes and jobs across the area, providing a strategic vision for planned growth and strategic objective and another to reflect Garden Community options in line with more locally distinctive pressures in specific locations.

## **5.2 Developing a Common Sustainability Framework for Assessing Options: The Level of Growth & Strategic Objectives**

The following framework sets out the amalgamation of each authority's Local Plan SA framework for the assessment of options regarding housing and employment growth, a common strategic vision and common strategic objectives.

**Table 4: Sustainability Framework for Assessing the Level of Growth & Strategic Objective Options**

SA Objective	SA Criteria	Potential indicators
<p>1) Create safe environments which improve quality of life, community cohesion</p>	<ul style="list-style-type: none"> <li>- Does it seek to improve / supply community facilities for young people?</li> <li>- Does it seek to increase cultural activities or suitable development to stimulate them?</li> <li>- Does it seek to support cultural identity and social inclusion?</li> <li>- Will there be measures to increase the safety and security of new development and public realm?</li> </ul>	<ul style="list-style-type: none"> <li>- All crime – number of crimes per 1000 residents per annum</li> <li>- Number of new community facilities granted planning permission</li> <li>- Number of new cultural facilities granted planning permission, including places of worship</li> </ul>
<p>2) To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford</p>	<ul style="list-style-type: none"> <li>- Will it increase the range and affordability of housing to support the growing population and for all social groups?</li> <li>- Does it respond to the needs of an ageing population?</li> <li>- Does it seek to provide appropriate rural affordable housing?</li> <li>- Will it deliver well designed and sustainable housing?</li> <li>- Will it contribute to meeting Gypsy and Traveller pitch requirements of the GTAA?</li> </ul>	<ul style="list-style-type: none"> <li>- The number of net additional dwellings</li> <li>- Affordable housing completions</li> <li>- Number of zero-carbon homes completed</li> <li>- Number of additional Gypsy and Traveller pitches</li> <li>- Number of starter homes completed</li> <li>- Number of homes for older people completed</li> </ul>
<p>3) To improve the health of the District's residents and mitigate/reduce potential health inequalities</p>	<ul style="list-style-type: none"> <li>- Will it ensure access to health facilities?</li> <li>- Will it ensure access to sport and recreation facilities, open space and accessible green space?</li> <li>- Will it encourage access by walking or cycling?</li> </ul>	<ul style="list-style-type: none"> <li>- Percentage of new residential development within 30mins of public transport time of a GP or hospital</li> <li>- Percentage of new residential development that adheres to Natural England's Accessible Natural Greenspace Standards</li> <li>- Percentage of new residential development within walking and cycling distance to schools</li> </ul>

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SA Objective	SA Criteria	Potential indicators
		<ul style="list-style-type: none"> <li>- Percentage of new residential development within walking and cycling distance to sport and recreation facilities / open space</li> </ul>
<p>4) To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways</p>	<ul style="list-style-type: none"> <li>- Will it improve the delivery of a range of employment opportunities to support the growing population?</li> <li>- Will it tackle employment associated deprivation?</li> <li>- Does it seek to prevent loss of retail and other services in rural areas?</li> <li>- Does it promote and enhance the viability of existing centres by focusing development in such centres?</li> <li>- Will it enhance the area's potential for tourism?</li> <li>- Will it promote development of the ports?</li> <li>- Will it encourage the rural economy and diversification of it?</li> <li>- Will it support business innovation, diversification, entrepreneurship and changing economies?</li> </ul>	<ul style="list-style-type: none"> <li>- Amount of floor space developed for employment, sqm</li> <li>- Amount of completed retail, office and leisure development delivered (and in centres)</li> <li>- Amount of completed retail, office and leisure development across the three authority area</li> <li>- Number of jobs created in rural areas</li> <li>- Number of jobs created in the ports</li> <li>- Number of developments approved associated with the tourism sector</li> </ul>
<p>5) To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity</p>	<ul style="list-style-type: none"> <li>- Will development have a potential impact on a national, international or European designated site (SPA, SAC, Ramsar, SSSI)?</li> <li>- Will it maintain and enhance sites otherwise designated for their nature conservation interest?</li> <li>- Will it conserve and enhance natural/semi natural habitats?</li> <li>- Will it conserve and enhance species diversity, and in particular avoid harm to indigenous BAP priority species?</li> </ul>	<ul style="list-style-type: none"> <li>- Number of SSSIs in favourable condition</li> <li>- Amount of development in designated areas</li> <li>- Area of land offset for biodiversity</li> </ul>
<p>6) To achieve more sustainable</p>	<ul style="list-style-type: none"> <li>- Will it increase and/or improve the availability and usability of sustainable</li> </ul>	<ul style="list-style-type: none"> <li>- Percentage of journeys to work by walking and cycling</li> </ul>

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SA Objective	SA Criteria	Potential indicators
<p>travel behaviour, reduce the need to travel and reduce congestion</p>	<p>transport modes?</p> <ul style="list-style-type: none"> <li>- Will it seek to encourage people to use alternative modes of transportation other than private vehicle?</li> <li>- Will it lead to the integration of transport modes?</li> <li>- Will it improve rural public transport?</li> <li>- Does it seek to increase the uptake or viability of walking and cycling as methods of transportation, through new infrastructure or integration?</li> </ul>	<p>and percentage of journeys to work by public transport</p>
<p>7) To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary transport infrastructure to support new development</p>	<ul style="list-style-type: none"> <li>- Will it contribute positively to reduce social exclusion by ensuring access to jobs, shopping, services and leisure facilities for all?</li> <li>- Does it seek to concentrate development and facilities where access via sustainable travel is greatest?</li> <li>- Does it seek to minimise congestion at key destinations / areas that witness a large amount of vehicle movements at peak times?</li> <li>- Would the scale of development require significant supporting transport infrastructure in an area of identified need?</li> </ul>	<ul style="list-style-type: none"> <li>- Number / amount of new homes / employment development completed at ward level within Growth / Regeneration Areas</li> <li>- Percentage of new development within 30 minutes of community facilities (as defined by each authority)</li> <li>- Percentage 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</li> </ul>
<p>8) To improve the education and skills of the population</p>	<ul style="list-style-type: none"> <li>- Does it seek to improve existing educational facilities and/or create more educational facilities?</li> <li>- Does it seek to improve existing training and learning facilities and/or create more facilities?</li> <li>- Will the employment opportunities available be mixed to suit a varied employment skills base?</li> <li>- Will new housing be supported by school expansion or other educational</li> </ul>	<ul style="list-style-type: none"> <li>- Additional capacity of local schools / incidents of new school applications</li> <li>- Level 2 qualifications by working age residents.</li> <li>- Level 4 qualifications and above by working age residents.</li> <li>- Employment status of residents.</li> </ul>

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SA Objective	SA Criteria	Potential indicators
	facilities where necessary?	<ul style="list-style-type: none"> <li>- Average gross weekly earnings.</li> <li>- Standard Occupational Classification.</li> </ul>
9) To conserve and enhance historic and cultural heritage and assets and townscape character?	<ul style="list-style-type: none"> <li>- Will it protect and enhance designations, features and areas of historical, archaeological and cultural value in both urban and rural areas?</li> <li>- Will it have a negative impact on the significance of a designated historic environment asset or its setting?</li> <li>- Does it seek to enhance the range and quality of the public realm and open spaces?</li> <li>- Will it reduce the amount of derelict, degraded and underused land?</li> <li>- Does it encourage the use of high quality design principles to respect local character?</li> <li>- Will / can any perceived adverse impacts be reduced through adequate mitigation?</li> </ul>	<ul style="list-style-type: none"> <li>- Percentage of new and converted dwellings on previously developed land</li> <li>- Number of listed buildings demolished, repaired or brought back to use, including locally listed buildings</li> <li>- New Conservation Area Appraisals adopted</li> <li>- Number of Listed Buildings, Scheduled Monuments, Conservation Areas, Registered Parks and Gardens (and percentage at risk)</li> <li>- Area of highly sensitive historic landscape characterisation type(s) which have been altered and their character eroded</li> <li>- Number of major development projects that enhance or detract from the significance of heritage assets or historic landscape character</li> <li>- Percentage of planning applications where archaeological investigations were required prior to approval or mitigation strategies developed or implemented</li> </ul>
10) To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation.	<ul style="list-style-type: none"> <li>- Will it reduce emissions of greenhouse gases by reducing energy consumption?</li> <li>- Will it lead to an increased generation of energy from renewable sources?</li> </ul>	<ul style="list-style-type: none"> <li>- Total CO2 emissions</li> <li>- Renewable Energy Installed by Type</li> <li>- Number of zero carbon homes delivered</li> </ul>

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SA Objective	SA Criteria	Potential indicators
	<ul style="list-style-type: none"> <li>- Will it encourage greater energy efficiency?</li> <li>- Will it improve the efficient use of natural resources, minimising waste and promoting recycling?</li> </ul>	
<p>11) To improve water quality and address water scarcity and sewerage capacity</p>	<ul style="list-style-type: none"> <li>- Will it lead to no deterioration on the quality of water bodies?</li> <li>- Will water resources and sewerage capacity be able to accommodate growth?</li> </ul>	<ul style="list-style-type: none"> <li>- Quality of Rivers (number achieving ecological good status)</li> <li>- Number of planning permissions granted contrary to the advice of the Environment Agency on grounds of water quality</li> </ul>
<p>12) To reduce the risk of fluvial, coastal and surface water flooding</p>	<ul style="list-style-type: none"> <li>- Does it promote the inclusion of Sustainable Drainage Systems (SuDS) in new developments and will their integration be viable?</li> <li>- Does it seek to avoid development in areas at risk of flooding (fluvial, coastal, surface water)?</li> <li>- Does it seek to avoid increasing flood risk (fluvial, surface water, groundwater) in areas away from initial development?</li> </ul>	<ul style="list-style-type: none"> <li>- Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence grounds</li> <li>- Number of SUDS schemes approved by ECC</li> </ul>
<p>13) To improve air quality</p>	<ul style="list-style-type: none"> <li>- Will it improve, or not detrimentally affect air quality along the A12 or A120?</li> <li>- Does it direct growth away from AQMAs?</li> <li>- Does it seek to improve or avoid increasing traffic flows generally?</li> </ul>	<ul style="list-style-type: none"> <li>- Number of Air Quality Management Areas</li> </ul>
<p>14) To conserve and enhance the quality of landscapes</p>	<ul style="list-style-type: none"> <li>- Will landscapes sensitive to development be protected?</li> <li>- Will it lead to rural expansion or development outside development boundaries/limits that increases coalescence with neighbouring settlements?</li> <li>- Is the scale / density of development in keeping with important and valued</li> </ul>	<ul style="list-style-type: none"> <li>- Percentage of new and converted dwellings on previously developed land</li> <li>- Number of proposals permitted within areas noted for their high landscape value</li> <li>- Number of proposals permitted contrary to a desire to</li> </ul>

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SA Objective	SA Criteria	Potential indicators
	features of the local landscape?	restrict coalescence
15) To safeguard and enhance the quality of soil and mineral deposits?	<ul style="list-style-type: none"> <li>- Will it avoid the loss of high quality agricultural land?</li> <li>- Will it avoid the sterilisation of mineral deposits / is the site within a Minerals Safeguarding Area (MSA)?</li> <li>- Will it support or lead to the remediation of contaminated land, avoiding environmental pollution or exposure of occupiers or neighbouring land uses to unacceptable health risk?</li> </ul>	<ul style="list-style-type: none"> <li>- Percentage of new development on high quality agricultural land (ALC)</li> <li>- Number of developments proposed within MSAs</li> <li>- Contaminated land brought back into beneficial use, hectares</li> </ul>

### 5.2.1 The Appraisal of Non-Site Related Policy Content

The SA of the Common Strategic Part 1 for Local Plans appraises the document’s policies against the Sustainability Objectives (SOs) outlined in the above framework. The aim is to assess the sustainability effects of the document following implementation. The appraisal will look at the secondary, cumulative, synergistic, short, medium and long-term permanent and temporary effects in accordance with Annex 1 of the SEA Directive, as well as assess alternatives and suggest mitigation measures where appropriate. The findings will be accompanied by an appraisal matrix which will document the effects over time.

For clarity, within this Environmental Report, appraisals will be set out in the same format as shown in the following table.

**Table 5: Impact on Sustainability Objectives**

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

The content to be included within the table responds to those ‘significant effects’ of the policy or element of the Common Strategic Part 1 for Local Plans subject to appraisal. Appraisals will also look at the following:

- Temporal effects;
- Secondary, Cumulative and Synergistic effects;
- The appraisal of Alternatives;
- Impacts on indicators; and
- Proposed mitigation measures / recommendations

These, and ‘significant effects’ are further described in the following sub-sections.

### 5.2.2 Description of ‘Significant Effects’

The strength of impacts can vary dependant on the relevance of the policy content to certain sustainability objectives or themes. Where the policies have been appraised against the Sustainability Objectives the basis for making judgements within the assessment is identified within the following key:

Possible impact	Basis for judgement
++	Strong prospect of there being significant positive impacts
+	Strong prospect of there being minor positive impacts
+/?	Possibility of either positive or negative impacts, or general uncertainty where there is a lack on current information (to be elaborated in commentary in each instance)
0	No impact
N/A	Not applicable to the scope or context of the appraised content
-	Strong prospect of there being minor negative impacts and mitigation would be possible
--	Strong prospect of there being significant negative impacts with mitigation unlikely to be possible (pending further investigation)

Commentary is also included to describe the significant effects of the policy on the sustainability objectives.

### 5.2.3 Description of ‘Temporal Effects’

The appraisals of the policies contained within the Common Strategic Part 1 for Local Plans document recognise that impacts may vary over time. Three time periods have been used to reflect this and are shown in the appraisal tables as S (short term), M (medium term) and L (long term). For the purpose of the policy elements of the Plan S, M and L depict:

(S) Short term: early stages of the plan period.

(M) Medium Term: middle stages of the plan period.

(L) Long term: latter stages of the plan period (2033) and where relevant beyond

### 5.2.4 Description of ‘Secondary, Cumulative and Synergistic Effects’

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

### 5.2.5 Description of ‘Alternatives Considered’

Planning Practice Guidance states that reasonable alternatives are the different realistic options considered by the plan-maker in developing the policies in its plan. They must be sufficiently distinct to highlight the different sustainability implications of each so that meaningful comparisons can be made. The alternatives must be realistic and deliverable.

Alternatives for the direction of policies will be appraised and chronicled alongside each appraisal where relevant and identified, together with the reason for their rejection / non-progression.

### 5.2.6 Description of ‘Proposed Mitigation Measures / Recommendations’

Negative or uncertain impacts may be highlighted within appraisals. As such, mitigation measures may be needed and these will be highlighted in this section for each policy where relevant. In addition to this, this section will also include any recommendations that are not directly linked to negative or uncertain impacts, but if incorporated may lead to sustainability improvements.

### 5.3 Developing a Common Sustainability Framework for Assessing Options: Garden Communities

The following framework sets out the amalgamation of each authority’s Local Plan SA Site Assessment Framework with the additional incorporation of TCPA Garden City Principles for the assessment of options regarding Garden Communities. It has been developed in conjunction with the Local Plan SA Objectives from each authority in conjunction with work undertaken by ATLAS and ECC. The framework shows each amalgamated objective in turn alongside corresponding relevant TCPA Garden City Principles and any other considerations required. This framework has been developed in order to capture each principle of a successful Garden City, with evidence of local considerations in the area of the three authorities.

The basis for making judgements within the assessment of Garden Communities is identified within the following key:

Possible impact	Basis for judgement
++	Strong prospect of fully meeting criteria with significant wider benefits
+	Reasonable prospect of fully meeting criteria
+/?	Reasonable prospect of partially meeting criteria
-	Unlikely to fully meet criteria however mitigation possible regarding impacts
--	Unlikely to meet criteria without significant negative impacts (pending further detailed investigation regarding mitigation)

The appraisal of Garden Community options have been assessed on a largely qualitative basis in line with the strategic nature of each option and the level of information available for each option at the present time. With this in mind, this SA is intended to be a high level tool to assist the relevant authorities in the selection of Garden Communities across the wider area. It should be acknowledged that at this stage, each option is therefore only broadly comparable.

It should also be noted that in the appraisal of options, judgements have been made in line with the eventual scope and scale of each proposal. To that effect, what would constitute a significant constraint for a smaller or non-strategic site may represent a significant opportunity at the scale of an effective Garden Community. This is particularly relevant for infrastructure requirements and it should be acknowledged that Garden Communities can meet the necessary thresholds to deliver and stimulate infrastructure provision to the benefit of the new and wider existing communities.

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In addition to the individual appraisal of the Garden Community options, commentary will be included that explores various broad cumulative impacts within the scope of the Common Strategic Part 1 for Local Plans document, and also any other strategic issues in the wider area.

**Table 6: Sustainability Framework for Assessing Garden Community Options**

Objective	Corresponding Garden City Principle(s) and any additional considerations	Relevant Local Plan SA Objectives (from each authority)
1. Physical Limitations – Absence of insurmountable problems (e.g. access, ground conditions, flood risk, hazardous risks, pollution, contamination and air quality)	<ul style="list-style-type: none"> <li>- Absence of insurmountable problems (ground conditions, flood risk, hazardous risks, pollution, contamination and air quality)</li> <li>- Incorporation of SUDS.</li> </ul>	(Adapted from NPPG, BDC SA Objectives 13 & 14).
2. Impacts – Acceptable impacts on high quality agricultural land, important landscape features, townscape features, sites of nature conservation interest and heritage assets	<ul style="list-style-type: none"> <li>- Reflect a fusion of the best of the past while embracing new materials and the needs of modern living</li> <li>- Acceptable impacts only on sites of nature conservation interest.</li> <li>- A surrounding belt of countryside to prevent sprawl, well connected and biodiversity rich public parks, and a mix of public and private networks of well-managed, high-quality gardens, tree-lined streets and open spaces.</li> <li>- Acceptable impacts only on high quality agricultural land, important landscape features.</li> </ul>	(Adapted from NPPG, BDC SA Objectives 6, 10, 15 & 16 CBC SA Objectives 7 & 8, TDC SA Objective 8).
3. Environment/Amenity – Acceptable relationship with and impact on occupiers of existing properties and neighbouring areas/towns (maintaining adequate separation)	<ul style="list-style-type: none"> <li>- Acceptable relationship only with and impact on occupiers of existing properties and neighbouring areas / towns (maintaining adequate separation)</li> </ul>	(Adapted from NPPG),
4. Transport – Incorporation of integrated and accessible sustainable transport systems, with walking, cycling and public transport designed to	<ul style="list-style-type: none"> <li>- New Garden Cities should be located only where there are existing rapid public transport links to major cities, or where real plans are already in place for its provision.</li> <li>- Walking, cycling and public transport should be the most attractive and prioritised</li> </ul>	(Adapted GCP9, BDC SA Objectives 7 & 8, CBC SA Objective 4, TDC SA Objective

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Objective	Corresponding Garden City Principle(s) and any additional considerations	Relevant Local Plan SA Objectives (from each authority)
be the most attractive forms of local transport	<p>forms of transport in the garden city.</p> <ul style="list-style-type: none"> <li>- Ensure a comprehensive and safe network of footpaths and cycleways throughout the development, and public transport nodes within a short walking distance of all homes.</li> <li>- Where car travel is necessary, consideration should be made of shared transport approaches such as car clubs.</li> </ul>	4).
5. Resilience - Positive contribution towards maintaining resilient town centres and identified regeneration and development priority areas and institutions (including Essex University)	<ul style="list-style-type: none"> <li>- Positive contribution towards town centres.</li> <li>- Positive contribution towards identified regeneration priority areas and institutions</li> </ul>	(Adapted NPPG, BDC SA Objectives 4 & 5, CBC SA Objective 3).
6. Housing – Provision of a mix of tenures, including affordable homes and a range of housing types (including self-build/custom build and gypsy and traveller pitches).	<ul style="list-style-type: none"> <li>- Garden Cities (should be) part of a wider strategic approach to meeting the nation’s housing needs.</li> <li>- An appropriate number homes in a new Garden City must be ‘affordable’ for ordinary people.</li> <li>- Provide mixed-tenure homes and housing types that are genuinely affordable for everyone</li> <li>- An appropriate percentage of the homes that are classified as ‘affordable’ must be for social rent.</li> <li>- Consider life-time homes and the needs of particular social groups, such as the elderly.</li> <li>- A range of housing types including self-build / custom build and gypsy and traveller pitches</li> <li>- Aspire to the very best domestic and commercial architecture with sensitivity to local</li> </ul>	(Adapted GCP4, BDC SA Objective 2, CBC SA Objective 1, TDC SA Objective 1).

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Objective	Corresponding Garden City Principle(s) and any additional considerations	Relevant Local Plan SA Objectives (from each authority)
	<p>vernacular design and materials.</p> <ul style="list-style-type: none"> <li>- New Garden Cities should include opportunities for people to build their own home (either alone or collectively), and set aside land for future community needs.</li> </ul>	
<p>7. Employment Opportunities – Provision for a wide range of local jobs within easy commuting distance from homes</p>	<ul style="list-style-type: none"> <li>- New Garden Cities must provide a full range of employment opportunities, with the aim of no less than one job per new household being easily accessible</li> <li>- There should be a robust range of employment opportunities in the Garden City itself, with a variety of jobs within easy commuting distance of homes.</li> </ul>	<p>(GCP5, CBC SA Objective 3, TDC SA Objective 2).</p>
<p>8. Mixed-use Opportunities – Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.</p>	<ul style="list-style-type: none"> <li>- Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods</li> </ul>	<p>(GCP8).</p>
<p>9. Environmental Quality &amp; Sustainability – Incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SUDS and zero-carbon/energy-positive technology to ensure climate resilience.</p>	<ul style="list-style-type: none"> <li>- Create shared spaces for social interaction and space for both formal and informal artistic activities, as well as sport and leisure activities.</li> <li>- Strong emphasis should be placed on homes with gardens and on space for both allotments and community gardens and orchards to provide for healthy local food.</li> <li>- Garden Cities are places of cultural diversity and vibrancy with design contributing to sociable neighbourhoods. This means, for example, shaping design with the needs of children’s play, teenage interests and the aspirations of elderly in mind.</li> <li>- Net gain to biodiversity is secured through master plans which link generous private and community gardens with wider public green and blue space and ultimately with strategic networks of green infrastructure and habitat creation.</li> <li>- Garden Cities must demonstrate the highest standards of technological innovation in</li> </ul>	<p>(Adapted GCP7, BDC SA Objective 11, CBC SA Objectives 9 &amp; 10, TDC SA Objective 7).</p>

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Objective	Corresponding Garden City Principle(s) and any additional considerations	Relevant Local Plan SA Objectives (from each authority)
	zero carbon and energy positive technology to reduce the impact of climate emissions. - In building standards, a requirement for innovation beyond zero carbon and in the use of materials and construction techniques.	
10. Developability / Deliverability - The growth area is available, commercially attractive, and capable of delivering necessary physical/social/green infrastructure and could be viably developed within [6-10] years.  Satisfactory mechanisms are in place to capture increase in land value to meet infrastructure costs and manage and maintain assets in the long term	- Capture rising land values created by the development of the town can repay infrastructure costs - Be commercially attractive with strong market conditions and value potential - Availability of land being put forward for development with active landowner/developer interest - Scope for delivery structures through active and positive public and private sector engagement	(NPPF, NPPG, GCP1, GCP3, BDC SA Objective 12, CBC SA Objective 6, TDC SA Objective 5).

## **6 The Appraisal of the Common Strategic Part 1 for Local Plans including Reasonable Alternatives**

The following sub-sections respond to the appraisal of each element of the Common Strategic Part 1 for Local Plans. This responds to an appraisal of each policy within the document: In each sub-section, an appraisal of all identified reasonable alternatives has been included for transparency and robustness. The process behind the identification of each alternative has been included, citing the source of each alternative in each instance. The following elements of the Common Strategic Part 1 for Local Plans are subject to assessment in this Sustainability Appraisal:

- The Vision for the Strategic Area
- The Strategic Objectives
- Policy SP1 – Presumption in Favour of Sustainable Development
- Policy SP2 – Meeting Housing Needs
- Policy SP3 – Providing for Employment
- Policy SP4 – Spatial Strategy for North Essex (including separate assessment of Garden Community options)
- Policy SP5 – Infrastructure and Connectivity
- Policy SP6 – Place Shaping Principles
- Policy SP7 – Development and Delivery of New Garden Communities in Essex
- Policy SP8 – East Colchester / West Tendring New Garden Community
- Policy SP9 – West of Colchester / East of Braintree New Garden Community
- Policy SP10 – West of Braintree New Garden Community

## 6.1 The Vision for the Strategic Area

### 6.1.1 Context / Justification

It is important that addressing growth at any spatial scale is founded on a clear vision of how and where change should occur. The vision for North Essex sets this out at a strategic level and provides a context for the more detailed vision for the growth of each individual authority's area.

The Vision has been identified as how the Strategic Area would like progress over a 15 year plan period to 2033. The National Planning Policy Framework expects local authorities to set out the strategic priorities for the area in the Local Plan, addressing:

- the homes and jobs needed in the area
- the provision of infrastructure for transport and telecommunications
- the provision of education, health, community and cultural infrastructure, and
- conservation and enhancement of the natural and historic environment, including landscape

The Vision for the Strategic Area is as follows:

#### **THE VISION FOR THE STRATEGIC AREA:**

**North Essex will be an area of significant growth over the period to 2033 and beyond, embracing positively the need to build well-designed new homes, create jobs and improve and develop its infrastructure for the benefit of existing and new communities.**

**Sustainable development principles will be at the core of the strategic area's response to its growth needs, balancing social, economic and environmental issues. Green infrastructure and new and expanded education and health care facilities will be planned and provided; while the countryside and heritage assets will be protected and enhanced.**

**At the heart of our strategic vision for North Essex are new garden communities. The garden communities will attract residents and businesses who value innovation, community cohesion and a high quality environment, and who will be keen to take an active role in managing the garden community to ensure its continuing success. Residents will live in high quality, innovatively designed, contemporary homes, accommodating a variety of needs and aspirations. There will be a network of leafy streets and green spaces, incorporating and enhancing existing landscape features. This will provide safe and attractive routes and sustainable drainage solutions, as well as excellent opportunities for people to play. Open spaces will be attractive areas which offer leisure and recreation opportunities for residents of the garden communities. All Garden City principles will be positively embraced including new approaches to delivery and partnership working and sharing of risk and reward for the benefit of the new communities.**

**Table 7: Impact on Sustainability Objectives: The Vision for the Strategic Area**

Temporal Impacts	Sustainability Objectives (SO)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short	N/A	+	+	+	+	N/A	+/?	N/A	+	N/A	N/A	N/A	N/A	N/A	N/A
Medium	N/A	+	+	+	+	N/A	+/?	N/A	+	N/A	N/A	N/A	N/A	N/A	N/A
Long	N/A	++	++	++	++	N/A	++	N/A	++	N/A	N/A	N/A	N/A	N/A	N/A

### 6.1.2 Significant and Temporal Effects

The strategic vision for the area will have short and medium term positive impacts on housing and employment related Sustainability Objectives (SO2 and SO4 respectively). The significance of these impacts will increase in the long term with the principle of sustainable Garden Communities being developed as part of a sustainable strategy for growth and in response to objectively assessed housing and employment needs, and also their wider benefits. This will also be the case for health (SO3), the natural environment (SO5), and the historic environment (SO9) through the provision of green infrastructure, new and expanded education and health care facilities and recreational land and also the protection and enhancement of countryside and heritage assets.

There will additionally be significant long term impacts on ensuring the necessary transport infrastructure to support new development (SO7) in line with the emergence of the Garden Communities in the latter stages of the three authorities' Local Plan periods. There will be an uncertainty in the short and medium term regarding these impacts, where it is unclear at this stage whether the transport and connectivity improvements will be suitably aligned to the initial phases of the Garden Communities; this is not a criticism of the Vision however, which need not be explicit of such details at such an early stage of a long and detailed process.

It should be noted that the specific Garden Community options highlighted have not been subject to appraisal as part of the Vision; these and reasonable alternatives are appraised within their own context as land allocations within Policy SP4 of this SA. As such, there will be no assessed impact on a large amount of the Sustainability Objectives relevant to more site or policy specific considerations as these are subject to more focused assessment within the appraisal of Policy SP4.

### 6.1.3 Secondary Effects

The emergence of Garden Communities within the three authorities' area can be expected to have further significant secondary effects on the wider area, associated with the necessary infrastructure provision required of development at that scale. Garden Communities, in line with and in conformity to TCPA Garden City Principles, ensure that the sustainability effects resulting from strategic level growth are maximised for the benefit of new and existing communities.

#### **6.1.4 Alternatives Considered**

The Vision can be seen as a general summary of the content of the Common Strategic Part 1 for Local Plans. The individual elements of the Vision are elaborated on in more detail within other policies of the document. Alternatives are explored in more detail within the assessment of these policies elsewhere within this SA, commensurate to their individual context.

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

No mitigation measures or recommendations are proposed at this stage.

## 6.2 The Strategic Objectives for the Strategic Area

### 6.2.1 Context / Justification

The following strategic objectives are designed to support the vision for the area and provide a basis for the development of strategic topic-based policies that will help in achieving the vision.

The appraisal of the strategic objectives explores whether the objectives are compatible with those objectives formulated for the Sustainability Appraisal. This has involved a compatibility matrix, which looks to see whether the Sustainability Objectives are met, with the overall purpose of ensuring that the Strategic Area's key sustainability issues are adequately covered with a mind to their resolution where possible.

The Strategic Objectives for the Strategic Area are as follows:

#### THE STRATEGIC OBJECTIVES

- **Providing Sufficient New Homes** – to provide for a level and quality of new homes to meet the needs of a growing and ageing population in North Essex; to achieve this by ensuring the availability of developable land in appropriate locations and that the market delivers a suitable mix of housing types.
- **Fostering Economic Development** – to strengthen and diversify local economies to provide more jobs; and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth.
- **Providing New and Improved Infrastructure** – to make efficient use of existing transport infrastructure and to ensure sustainable transport opportunities are promoted in all new development. Where additional capacity is required in the form of new or upgraded transport infrastructure to support new development, to ensure this is provided alongside the development. To enable provision of upgraded broadband infrastructure and services.
- **Addressing Education and Healthcare Needs** – to provide good quality educational opportunities as part of a sustainable growth strategy, including practical vocational training and apprenticeships linked to local job opportunities. To work with partners in the NHS and local health partnerships to ensure adequate provision of healthcare facilities to support new and growing communities.
- **Ensuring High Quality Outcomes** – to promote greater ambition in planning and delivering high quality sustainable new communities, including through new garden communities and strategic growth areas. Overall, new development must secure high standards of urban and built design which creates attractive places where people want to spend time.

**Table 8: Impact on Sustainability Objectives: The Strategic Objectives for the Strategic Area**

Sustainability Objectives	Strategic Objective				
	Providing Sufficient New Homes	Fostering Economic Development	Providing New and Improved Infrastructure	Addressing Education and Healthcare Needs	Ensuring High Quality Outcomes
1.Safe Environments	N/A	N/A	N/A	N/A	+
2. Decent homes	++	N/A	N/A	N/A	N/A
3. Health inequalities	N/A	N/A	N/A	++	N/A
4. Sustainable employment	N/A	++	+	+	N/A
5. Natural environment	N/A	N/A	N/A	N/A	N/A
6. Sustainable travel	+	+	++	N/A	N/A
7. Accessibility / infrastructure	+	+	++	N/A	N/A
8. Education & Skills	N/A	N/A	N/A	++	N/A
9. Historic environment	N/A	N/A	N/A	N/A	+
10. Climate change	N/A	N/A	N/A	N/A	+
11. Water / sewerage	N/A	N/A	N/A	N/A	N/A
12. Flood risk	N/A	N/A	N/A	N/A	N/A
13. Air quality	N/A	N/A	N/A	N/A	N/A
14. Landscape quality	N/A	N/A	N/A	N/A	N/A
15. Soil and minerals	N/A	N/A	N/A	N/A	N/A

### **6.2.2 Significant and Temporal Effects**

A number of significant positive impacts have been assessed as forthcoming on Sustainability Objectives related to sustainable housing and employment provision (SO2 and SO4), health (SO3), sustainable travel (SO6), transport infrastructure (SO7) and education and skills (SO8). These impacts can be expected to be experienced in the short to long term.

The Common Strategic Part 1 for Local Plans' Strategic Objectives could be perceived to not fulfil the aspirations of a considerable proportion of the Sustainability Objectives devised for the document's appraisal, however it should be acknowledged that the document is strategic in nature and in that regard is focused specifically on those areas of sustainability that are best addressed at a strategic level. Those Sustainability Objectives not addressed by the Strategic Objectives can be deemed as more relevant to the content and context of each of the three authorities' Local Plans.

### **6.2.3 Secondary Effects**

For the purposes of exploring the compatibility of the Strategic and Sustainability Objectives, secondary impacts have been highlighted as minor positive impacts. These can be seen as additional expected benefits emanating from the successful delivery of strategic outcomes. Positive secondary impacts have been assessed as forthcoming regarding community cohesion (SO1), employment (SO4), sustainable travel and accessibility (SO6 and SO7), townscape (SO9) and climate change adaptation (SO10).

### **6.2.4 Alternatives Considered**

Similar in scope to the Vision, the Strategic Objectives can be seen as a general summary of the content of the Common Strategic Part 1 for Local Plans. The individual elements of the Strategic Objectives are elaborated on in more detail within other policies of the document. Alternatives are explored in more detail within the assessment of these policies elsewhere within this SA, commensurate to their individual context.

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

No mitigation measures or recommendations are proposed at this stage.

## 6.3 Policy SP1 – Presumption in Favour of Sustainable Development

### 6.3.1 Context / Justification

The authorities will apply a presumption in favour of sustainable development in accordance with guidance in the National Planning Policy Framework.

The policy is as follows:

#### **POLICY SP1 – PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT**

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

Sustainable development in North Essex will demonstrably contribute to the strategic and local vision and objectives and will accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans). Development that complies with the Plan in this regard will be approved without delay, unless material considerations indicate otherwise.

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

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

**Table 9: Impact on Sustainability Objectives: Policy SP1**

Temporal Impacts	Sustainability Objectives (SO)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Medium	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Long	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

### 6.3.2 Significant and Temporal Effects

There will be positive impacts resulting from the inclusion of the wider position of, and the Common Strategic Part 1 for Local Plan's relationship with, the NPPF. Impacts are assessed as generally

minor within this SA relevant to the strategic context of the document. It should be noted that enhancements of sustainability benefits and impacts are likely to be possible only within a local context and in line with local distinctiveness resulting from each of the three authorities' Local Plan policies.

### **6.3.3 Secondary Effects**

There will be no secondary impacts arising from the implementation of this policy.

### **6.3.4 Alternatives Considered**

No alternative approaches can be considered reasonable as the policy reiterates the thread of sustainable development as espoused in the NPPF. Any alternative that deviates from this approach would be contrary to NPPF and therefore an unsound approach.

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

No mitigation measures or recommendations are proposed at this stage.

## **6.4 Policy SP2 – Meeting Housing Needs**

### **6.4.1 Context / Justification**

Provision of sufficient housing is critical to meet the needs of a growing population and for the effective functioning of local economies.

The North Essex authorities are committed to plan positively for new homes and to significantly boost the supply of housing to meet the needs of the area. To meet the requirements of national policy to establish the number and type of new homes, the authorities commissioned Peter Brett Associates to produce an Objectively Assessed Housing Need Study building on earlier work. This was first published in July 2015 and updated in January 2016. It meets the requirements of the NPPF to prepare a Strategic Housing Market Assessment (SHMA).

Detailed analysis in the report suggests that a Housing Market Area comprising Braintree, Colchester, Chelmsford and Tendring Council areas forms a sound basis for assessing housing need.

Demographic projections are the starting point for assessing how much housing will be required across an area. Based on 2012 national projections covering the period 2013 to 2037, some 4,910 more people will be living in the area each year. This translates to 2,589 additional households per year, which generates a need for an additional 2,691 new homes each year.

Analysis of economic forecasts reveals that to support the expected jobs growth would require 3,090 net new homes per year. This represents an uplift of 399 additional homes, or 15%, over the demographically projected need referred to above. The report concludes that this 15% 'future employment' uplift over the whole HMA will cover any 'market signals' adjustment that can reasonably be justified. It also makes an allowance for additional London-related migration.

The conclusion reached is that the objectively assessed need across the Housing Market Area is 3,090 new homes a year over the period 2013 – 2037. This is the number of new homes needed to provide sufficient labour to meet the number of forecast jobs. The total requirement across north Essex, excluding Chelmsford City Council's area, is 2,315 new homes per year.

The Objectively Assessed Housing Need Study and SHMA update seek to establish a balance between jobs and homes across the area, although there is some uncertainty in relation to this arising from unattributed population change (UPC) within Tendring. 550 dwellings a year is suggested as the indicative objectively assessed need for Tendring because at this level of provision affordable need can be met. This reasonable rounded figure, which should be kept under review, is considered an appropriate response to the uncertainty arising from the UPC.

Evidence on overall levels of affordable housing provision and the requirements of Gypsies and Travellers and Travelling Showpeople accommodation will be set out in more detail within the individual Local Plans, but a figure of 30% of affordable housing across the new garden communities is supported by the evidence base.

The policy is as follows:

<b>POLICY SP2 – MEETING HOUSING NEEDS</b>			
The local planning authorities will identify sufficient deliverable sites or broad locations for their respective plan period, against the requirement in the table below.			
Each authority will maintain a sufficient supply of deliverable sites to provide at least five years' worth of housing; and will work proactively with applicants to bring forward sites that accord with the overall spatial strategy and relevant policies in the plan.			
	Plan period	Net additional dwellings per annum	Total requirement for plan period
Braintree	2016-2033	845	14,365
Colchester	2013-2033	920	18,400
Tendring	2013-2033	550	11,000
North Essex		2,315	

**Table 10: Impact on Sustainability Objectives: Policy SP2**

Temporal Impacts	Sustainability Objectives (SO)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short	N/A	++	N/A	+	N/A	N/A	N/A	0	N/A						
Medium	N/A	++	N/A	+	N/A	N/A	N/A	0	N/A						
Long	N/A	++	N/A	++	N/A	N/A	N/A	+	N/A						

### 6.4.2 Significant and Temporal Effects

Significant positive impacts have been highlighted in the short to long term associated with the housing need (SO2) targets set out in the Policy. There will also be positive impacts in the short-medium term on employment growth (SO4), progressing to significant positive impacts in the long term associated with the requirement that Garden Communities be forthcoming to meet residual or unmet need. This is due to the number of new homes being needed to provide sufficient labour to meet the number of forecast jobs, as per the methodology behind the identification of the need in the OAN Report, and the need to provide a range of employment opportunities in association with Garden City Principles. Although the Policy is primarily concerned with setting out housing needs across the three authorities, the link between this and employment derives from a 15% 'future employment' uplift over the whole HMA in order to cover any 'market signals' adjustment that can reasonably be justified; this ensures that a key tenet of sustainability is met associated with delivering housing and employment needs in unison.

For context, the OAN Report states that projections are robust, 'with one exception: the figures for Tendring are heavily affected by Unattributable Population Change - an error in the Census which we are unable to explain. Depending on the view taken about the UPC, the official projections may

overstate need in Tendring. If we use an alternative projection that adjusts for the UPC, the demographically projected need for Tendring falls from 705 to 479 dpa.'

In considering the assessment of the Policy alongside the alternatives (see below), it should be acknowledged that 550 dwellings a year is suggested as the indicative objectively assessed need for Tendring because at this level of provision affordable need can be met. This, in conjunction with review, is considered an appropriate response to the uncertainty arising from the UPC and for this reason has been selected, in line with Tendring's Local Plan policy and evidence base requirements.

Please note that for the rest of the Sustainability Objectives, 'N/A' has been highlighted. This is due to many of these objectives being more closely related to the detailed distribution of housing in specific areas. In focusing the appraisal of this policy on more direct or directly relevant Objectives, the conclusions of the Common Strategic Part 1 for Local Plans can be better informed in relation to the whole document, with recommendations being more focused to the specific purpose of relevant elements or Policies.

### **6.4.3 Secondary Effects**

There will be a long term secondary effect associated with education and skills (SO8) associated with the development of Garden Communities to meet residual unmet need beyond the identification of suitable sites within the context of the authorities' Local Plan requirements. This is associated with the principles of such settlements, in addition to the indirect effects of identifying growth requirements in conjunction with identifying housing growth in order to provide sufficient labour to meet forecasted employment requirements.

### **6.4.4 Alternatives Considered**

The NPPF is clear that the HMA as whole should work to meet its OAN in full, provided that it has the sustainable capacity to do so consistent with the policies in the NPPF. How provision should be distributed between districts will depend on supply factors and policy objectives. In response to this, it should be noted that each authority has identified a justified and achievable indicative housing target in line with their work towards a Local Plan in each instance and these needs are reflected in the policy. This work has factored in the requirements of LPAs to identify a 5 year housing supply in line with, and as well as other requirements of the NPPF, notably regarding the evidence gathered through Local Plan call-for-sites processes and resultant work in the production of Strategic (Housing) Land Availability Assessments (S[H]LAAs). This work identifies land that is suitable, achievable and available (within Local Plan periods) and alternatives surrounding each authority's capacity for new growth are explored in more detail in the SA of their Local Plans, which also factor in non-strategic allocations.

The scope of the Common Strategic Part 1 for Local Plans explores options for the delivery of the residual or 'unmet' growth beyond those sites that represent a 5 year housing supply and are otherwise suitable, achievable and available over Local Plan periods in each authority. On this basis, the alternative options for both housing and employment supply largely represent the conclusions of this SA, in exploring the sustainability of the proposed Garden Community options.

Nevertheless, at the strategic level alternatives exist that could initially be perceived as reasonable across the HMA and more specifically within the three authorities participating in exploring options within the Common Strategic Part 1 for Local Plans document. The Objectively Assessed Housing

Need Study and SHMA update seek to establish a balance between jobs and homes across the area, although there is some uncertainty in relation to this arising from unattributed population change (UPC) within Tendring. A total of 550 dwellings a year is suggested as the indicative objectively assessed need for Tendring because at this level of provision affordable need can be met. This reasonable rounded figure, which should be kept under review, is considered an appropriate response to the uncertainty arising from the UPC.

For the purposes of robustness however, the alternative scenarios presented in the OAN Report have been subject to appraisal in this report. These respond to different percentage uplifts in future employment than for the 15% iterated within the preferred policy above. The alternatives, as sourced within the OAN Report are:

- Alternative 1 – A lower uplift than the policy approach. This responds to 8% uplift over the HMA and represents an indicative split where Tendring still meets its SNPP provision and the uplift is reduced for the HMA partner authorities.
- Alternative 2 – A higher uplift than the policy approach. This responds to 17% uplift over the HMA and represents an approach where Tendring provides only enough homes to meet its projection before any uplift is applied.

Temporal Impacts	Sustainability Objectives (SO)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
<b>Alternative 1 - A lower uplift than the policy approach</b>															
Short	N/A	+/?	N/A	+/?	N/A	N/A	N/A	0	N/A						
Medium	N/A	+/?	N/A	+/?	N/A	N/A	N/A	0	N/A						
Long	N/A	+/?	N/A	+/?	N/A	N/A	N/A	+/?	N/A						
<b>Alternative 2 - A higher uplift than the policy approach</b>															
Short	N/A	++	N/A	+	N/A	N/A	N/A	0	N/A						
Medium	N/A	++	N/A	+	N/A	N/A	N/A	0	N/A						
Long	N/A	++	N/A	++	N/A	N/A	N/A	+	N/A						

Alternative 1 has been appraised to represent an indicative lower uplift than the 15% used in the preferred policy approach. The implications of this scenario are that housing requirements are comparatively evenly spread across the three authorities, with approximately 700 dwellings per annum identified for Tendring. The OAN Report indicates that under this alternative scenario it is possible that Tendring would have a surplus of homes against those needed to support the HMA baseline job growth and commuting patterns would shift slightly. Although similar impacts could be expected for both this alternative and the preferred policy approach, it is important to consider that this is based on two key assumptions; that housing provision in Tendring meets the SNPP 2012 housing demand, and that any surplus of workers over jobs is available to work in the rest of the HMA. For this reason impacts are uncertain. Work towards agreeing a housing requirement undertaken by Tendring District Council for the purposes of their Local Plan calculates that capacity exists as indicated and espoused in the preferred policy, as evidenced by extant planning

permissions, windfall allowances, submitted sites in the LPAs call-for-sites process as deemed suitable, achievable and available in their SHLAA and inconformity to their settlement hierarchy. For these reasons this alternative has been rejected.

Alternative 2 has been appraised to represent an indicative higher uplift than the 15% used in the preferred policy approach. In this alternative the scale of the uplift in new homes needed increases from 15% to 17% for the HMA. This is because the OAN 'starting position' for Tendring is now lower than the SNPP. This responds to an additional 50 dwellings per annum in Tendring over the plan period, with no additional changes to the preferred policy approach's housing requirement figures for the other two authorities. Although this could be perceived as a small increase over the entire HMA, which is reflected in the above appraisal, it does not address the question regarding UPC and would have implications on available land in Tendring. Impacts would be similar largely due to the alternative not being distinctly different from the preferred policy approach at the strategic level over the HMA; however the implications at the micro level, in Tendring are likely to be more significant. As per Alternative 1, work towards agreeing a housing requirement undertaken by Tendring District Council for the purposes of their Local Plan calculates that capacity exists as indicated and espoused in the preferred policy, as evidenced by extant planning permissions, windfall allowances, submitted sites in the LPAs call-for-sites process as deemed suitable, achievable and available in their SHLAA and inconformity to their settlement hierarchy. For these reasons this alternative has been rejected.

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

No mitigation measures or recommendations are proposed at this stage.

## **6.5 Policy SP3 – Providing for Employment**

### **6.5.1 Context / Justification**

A key objective for the area is to strengthen and diversify local economies to provide more jobs; and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth.

Braintree District's employment is relatively focused on industrial-type sectors, including construction and manufacturing. London Stansted airport plays a significant role in not only employing residents of the District, but through the indirect economic benefits associated with proximity with such a large employment hub.

Retail is the second largest sector by employment and plays an important role in sustaining the District's three key town centres. The financial and insurance sector, where Braintree District traditionally has a relatively small proportion of employment, has seen some strong employment growth in recent years. This may be a growth sector in the future.

Colchester is the dominant town within the Essex Haven Gateway and will accommodate much of the future growth in the sub-region. It is one of the UK's fastest growing towns and has developed a strong economy, linked to the town's historic character, cultural activities and its university.

Tendring District has a diverse economy with local employment across a range of activities. Health, retail and education are the largest sectors in terms of the number of jobs and together represent 45% of the District's total employment.

Harwich is home to Harwich International Port – one of the District's major employers. To the west of the District, the economy and labour market of Manningtree is influenced by its relative proximity to Colchester and good transport links to London. The interior of the District is largely rural and is characterised by a high-quality environment, interspersed with small settlements.

Opportunities have been identified for Tendring to develop potential future strengths in offshore wind and the care and assisted living sector.

As part of the SHMA work, an analysis of economic forecasts was undertaken together with demographic projections to establish the inter-relationship between population growth, forecasts of new jobs and the number of new homes needed to accommodate these levels of growth.

Employment Land Needs Assessments have been carried out by each authority which set out the amount of employment land that is required within the Plan periods.

The policy is as follows:

**POLICY SP3 – PROVIDING FOR EMPLOYMENT**

A strong, sustainable and diverse economy will be promoted across North Essex with a minimum net increase of 139.1ha of employment land up to 2033. These areas are distributed to each local authority area based on a sustainable balance between jobs and the available labour force through population growth, as set out in the table below.

	Plan period	Hectares of B use employment land required
Braintree	2016-33	43.3
Colchester	2016-33	55.8
Tendring	2016-33	40
North Essex		139.1

More detailed employment policies are included in the second part of each authority’s plan. However, the following strategic principles will underpin the approach to economic growth across North Essex.

- Sufficient land, premises and other provision will be identified to support the achievement of the minimum jobs numbers, recognising the importance of key sectors to be identified by each local authority;
- Priority will be given to use of previously-developed land in appropriate locations as well as, where it meets sustainable development principles, the expansion of existing employment locations;
- Existing and allocated employment sites will be safeguarded for employment use unless it can be demonstrated that there is no reasonable prospect of the site being used for that purpose. Alternative uses will be considered against relevant plan policies;
- Town and city centres are the appropriate locations for new office development; and
- Employment development will be a key component of the new garden communities, as well as strategic growth locations more generally.

**Table 11: Impact on Sustainability Objectives: Policy SP3**

Temporal Impacts	Sustainability Objectives (SO)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short	N/A	+	N/A	++	N/A	N/A	N/A	0	N/A						
Medium	N/A	+	N/A	++	N/A	N/A	N/A	0	N/A						
Long	N/A	++	N/A	++	N/A	N/A	N/A	++	N/A						

### **6.5.2 Significant and Temporal Effects**

The forecasts used in the SHMA work / OAN Report have an underlying principle: that planning for housing, economic land uses and community facilities / services should be integrated, so that the demand for labour is fulfilled and there is no unsustainable commuting. They have been taken from the East of England Economic Model (EEFM) which provides integrated economic, demographic and housing need forecasts. In the EEFM, population change, and the resulting household change and housing demand, are partly driven by job opportunities.

The principle of these links to identifying future job growth to housing provision is a key tenet of sustainability and as such, there will be significant positive impacts associated with employment (SO4) and in the long term also housing (SO2). Short to medium term impacts are more closely related to the strategic principles will underpin the approach to economic growth across North Essex, with long term impacts associated with the development of Garden Communities that will provide a closely aligned mix of employment and housing as per Garden City Principles and the methodology behind the forecast requirements as stated in the OAN Report. There will also be long term positive impacts on the labour market through the development of the transport infrastructure elements of the Garden Communities.

Please note that for the rest of the Sustainability Objectives, 'N/A' has been highlighted. This is due to many of these objectives being more closely related to the detailed distribution of employment in specific areas. In focusing the appraisal of this policy on more direct or directly relevant Objectives, the conclusions of the Common Strategic Part 1 for Local Plans can be better informed in relation to the whole document, with recommendations being more focused to the specific purpose of relevant elements or Policies.

### **6.5.3 Secondary Effects**

There will be a long term secondary effect associated with education and skills (SO8) associated with the development of Garden Communities. This is associated with the principles of such settlements, in addition to the indirect effects of identifying growth requirements in a range of employment sectors tailored to needs and shortages.

### **6.5.4 Alternatives Considered**

The OAN Report calculates need by starting from the East of England Economic Model (EEFM), as taken forward into a study's jobs-led scenarios (Edge Analytics, Phase 7 Study) and then uses a model to fix ratios; rather than to use the EEFM adjustments which used unemployment rates.

The OAN Report states that, 'in short, EEFM uses 'economic migration' to balance the local relationship between jobs and labour. Its housing forecasts are job-led forecasts: they estimate the numbers of dwellings that would be required to meet housing demand, including the demand resulting from changing employment opportunities. The job-led scenarios in the Edge Phase 7 study have the same intention and use a broadly similar approach. These scenarios take from the EEFM future workplace jobs and people employed, and three other key variables: unemployment rates, economic activity rates and commuting ratios. But to model the relationship of workplace jobs to resident population to housing demand, Edge Analytics uses its own model, PopGroup, whose mechanics are different from EEFM's. In particular, in PopGroup there is no demand-side link whereby the resident population creates local jobs through its consumption of local services; and the supply link is based on fixed ratios, rather than the dynamic adjustment through

unemployment rates used in the EEFM.’

As can be seen, the above identifies an alternative approach. This is:

- Alternative 1 – Forecasts based on EEFM findings only: Alternative 1 assumes that labour demand depends partly on the size of the local population and local consumption of services (creating jobs) and partly on wider national or even global demand. Numbers of jobs are translated into resident workers. Regarding labour supply, the future resident population is determined by natural change and trend-driven migration. The OAN Report states that, *‘in short, EEFM uses ‘economic migration’ to balance the local relationship between jobs and labour. Its housing forecasts are job-led forecasts: they estimate the numbers of dwellings that would be required to meet housing demand, including the demand resulting from changing employment opportunities.’* This method does not factor in unemployment rates, economic activity rates and commuting ratios however, which vary across the HMA, unlike the preferred methodology used in the OAN Report in which there is no demand-side link whereby the resident population creates local jobs through its consumption of local services.

Please note that a second alternative was also analysed in the OAN Report. This was a different forecasting model, known as Experian, developed by Cambridge Econometrics. This forecast showed considerably less growth than the other alternatives, and so it was not considered further in the OAN Report, nor can it be considered a reasonable alternative for the purposes of assessment in this SA.

Temporal Impacts	Sustainability Objectives (SO)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
<b>Alternative 1 - Forecasts based on EEFM findings only</b>															
<b>Short</b>	N/A	+	N/A	+	N/A	N/A	N/A	0	N/A						
<b>Medium</b>	N/A	+	N/A	+	N/A	N/A	N/A	0	N/A						
<b>Long</b>	N/A	++	N/A	++	N/A	N/A	N/A	++	N/A						

The impacts of the alternative will be similar to the preferred policy methodology, with significant positive impacts on long term employment (SO4), and associated housing (SO2) and education and skills (SO8) objectives in line with the ‘mixed use’ and sustainable transport infrastructure opportunities associated with Garden Communities. Impacts in the short to medium term are however less significant, due to the alternative primarily not initially factoring in commuting; this leads to forecasts showing a disparity between population growth and job growth. The OAN Report indicates that in Braintree and Colchester there would be a higher population than identified in the 2012 Sub National Population Projections (SNPP), suggesting that if population grows in line with the official projection it may not provide enough workers. This issue would rely on being resolved by changes in commuting. The OAN Report also adds that for Tendring the EEFM figure would be well below the SNPP, confirming that trend-based population growth would result in a labour surplus. For these reasons, the alternative has been rejected.

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

No mitigation measures or recommendations are proposed at this stage.

## 6.6 Policy SP4 – Infrastructure and Connectivity

### 6.6.1 Context / Justification

Infrastructure and connectivity requirements are expected to regard the strategic transport network, the inter-urban road network, the A12, the A120, the A130, route based strategies; rail; public transport, walking and cycling, education and healthcare and broadband.

The policy is as follows:

#### **POLICY SP4 – INFRASTRUCTURE AND CONNECTIVITY**

**Development must be supported by provision of infrastructure, services and facilities that are identified to serve the needs arising from new development.**

**The following are strategic priorities for infrastructure provision or improvements within the strategic area:**

- **New and improved infrastructure required to support economic growth, strategic and site-specific priorities outlined in the second part of each Local Plan.**
- **Improved road infrastructure aimed at reducing congestion and providing more reliable journey times along the A12, A120, and A133 to improve access to markets and suppliers for business, widen employment opportunities and support growth.**
- **Junction improvements on the A12 and other main roads to reduce congestion.**
- **A dualled A120 between the A12 junction and Braintree.**
- **Increased rail capacity, reliability and punctuality; and reduced overall journey times by rail.**
- **Support changes in travel behaviour by increasing opportunities for sustainable modes of transport that can compete effectively with private cars.**
- **To comply with sustainability objectives public transport will be prioritised, particularly in the urban areas. To meet the diversity of travel need, there will need to be new and innovative ways of providing public transport including:**
  - **high quality rapid bus services, in and around urban areas;**
  - **maximising the use of the local rail network to serve existing communities and locations for large-scale growth and**
  - **promotion and wider use of community transport schemes.**
- **Roll-out of superfast broadband across Essex to secure the earliest availability for universal broadband coverage and fastest connection speeds for all existing and new developments.**
- **Provide sufficient school places in the form of expanded or new primary and secondary schools.**
- **Ensure that essential healthcare infrastructure is provided as part of new developments of appropriate scale in the form of expanded or new doctors' and dentists' surgeries.**

**Table 12: Impact on Sustainability Objectives: Policy SP4**

Temporal Impacts	Sustainability Objectives (SO)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short	N/A	N/A	++	++	0	++	++	++	N/A	0	0	N/A	N/A	N/A	N/A
Medium	N/A	N/A	++	++	0	++	++	++	N/A	0	0	N/A	N/A	N/A	N/A
Long	N/A	N/A	++	++	0	++	++	++	N/A	0	0	N/A	N/A	N/A	N/A

### 6.6.2 Significant and Temporal Effects

There will be significant positive impacts associated with those Sustainability Objectives related to infrastructure delivery that would specifically be related to strategic level growth and stimulated by it across the Strategic Area; these being health (SO3), sustainable transport (SO6) and education (SO8). Additionally, significant positive impacts have been highlighted for those specific assurances in the Policy; those being economic growth (SO4) through new and improved infrastructure requirements to support economic growth and strategic and site-specific priorities, and accessibility and transport infrastructure (SO7) through various identified improvements required to the strategic road and rail network to accommodate the level of growth in the Strategic Area.

'No impacts' have been identified for sustainability objectives associated with the natural environment and biodiversity (SO5) and renewable energy (SO10). This is due to there being opportunities that combined strategic level growth could stimulate aspirational improvements for wider gains or benefits. It should be acknowledged however that the delivery of such infrastructure is still possible through site specific priorities and opportunities, and their exploration at that level may be more appropriate in terms of the viability of detailed Garden Community proposals and masterplanning.

No impact has also been highlighted for water scarcity / sewerage (SO11). This is due to such infrastructure being beyond the remit of such a plan and a prerequisite of the suitability of all development. Such infrastructure requirements will be specified by the relevant service provider.

### 6.6.3 Secondary Effects

The impacts on housing delivery (SO2) can be considered secondary in line with the requirement of the stated infrastructure being required to support sustainable growth and communities in the first instance. This is also true of air quality (SO14) which can be expected to improve in line with assurances of sustainable transport infrastructure as contained within the Policy.

### 6.6.4 Alternatives Considered

The infrastructure requirements are specific to the content of the Common Strategic Part 1 for Local Plans and no other alternatives can be considered reasonable. It can be considered that alternatives could only regard different permutations of alternatives explored within this SA, in particular those Spatial Strategies and Garden Communities explored within this SA and

considered in the plan-making process: the permutations of which are too numerable to be considered in any detail.

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

No mitigation measures or recommendations are proposed at this stage.

## **6.7 Policy SP5 – Place Shaping Principles**

### **6.7.1 Context / Justification**

New development must reflect high standards of urban and architectural design. It must also be functional and viable. Major new developments will be planned carefully with the use of masterplans and design codes where appropriate.

This requirement for high design standards will apply to public and private buildings across all scales of development as well as to infrastructure projects. Enhancements to the public realm, landscaping measures and attention to architectural detail will be important features that the authorities will wish to see included in new developments. Strategic scale and more local green infrastructure can make a vital contribution to quality of place, biodiversity and health outcomes.

The policy is as follows:

#### **POLICY SP5 – PLACE SHAPING PRINCIPLES**

**All new development must meet the highest standards of built and urban design. The local authorities encourage the use of development frameworks and masterplans and will use design codes where appropriate for strategic scale developments.**

**All new development should reflect the following principles:**

- **Respond positively to local character and context to preserve and enhance the quality of existing communities**
- **Provide buildings that exhibit individual architectural quality**
- **Create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above use of the private car**
- **Where possible, provide a mix of land uses and densities with well-defined public and private spaces**
- **Enhance the public realm through additional landscaping, street furniture and other distinctive features that help to create a sense of place**
- **Provide streets and spaces that are overlooked and active and promote inclusive access**
- **Include parking facilities that are well integrated as part of the overall design**
- **Provide public open space or larger scale green infrastructure**
- **Include measures to promote environmental sustainability including addressing energy and water efficiency and**
- **Protect the amenity of existing and future residents and users with regard to noise, vibration, smell, loss of light or overlooking**

**Table 13: Impact on Sustainability Objectives: Policy SP5**

Temporal Impacts	Sustainability Objectives (SO)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short	++	N/A	+	N/A	+	++	++	N/A	+	+	++	+/?	+	0	N/A
Medium	++	N/A	+	N/A	+	++	++	N/A	+	+	++	+/?	+	0	N/A
Long	++	N/A	+	N/A	+	++	++	N/A	+	+	++	+/?	+	0	N/A

### 6.7.2 Significant and Temporal Effects

There will be significant positive impacts resulting from the Policy on aspirations regarding community safety (SO1), sustainable travel (SO6), accessibility (SO7) and water quality (SO11). Minor positive impacts will be realised for health (SO3) through public open space requirements, the natural environment (SO5) through green infrastructure, townscapes (SO9) and energy efficiency (SO10).

The Policy could be more explicit as to the requirements of new development in regards to the historic environment and assets (SO9) and also possible biodiversity gain (SO5). The Policy could also respond to aspirations to increase renewable energy generation (SO10) in strategic scale development opportunities. There is also scope for the policy to include principles related to surface water flood risk (SO12) and in particular SuDS; for this reason uncertain impacts have been highlighted at present. It should be acknowledged however that significant positive impacts can be expected to arise from relevant individual LPA Local Plan policies, which can also respond better to requirements for local distinctiveness in that context.

### 6.7.3 Secondary Effects

There will be secondary positive impacts regarding transport related air quality (SO13) through requirements that development prioritise the needs of pedestrians, cyclists and public transport services above use of the private car.

### 6.7.4 Alternatives Considered

In so far as the place shaping principles of the Policy reiterate sustainable land use requirements as espoused in the NPPF and NPPG, it is considered that there are no reasonable alternative approaches that could be considered distinctively different yet still meet tests of soundness.

### 6.7.5 Proposed Mitigation Measures / Recommendations

Policy SP5 could be more explicit as to the requirements of new development in regards to the historic environment and assets and also possible biodiversity gain through green infrastructure. The Policy could also respond to aspirations to increase renewable energy generation in strategic scale development opportunities. There is also scope for the policy to have regard to surface water flood risk and in particular SuDS.

## 6.8 Policy SP6 – Spatial Strategy for North Essex

### 6.8.1 Context / Justification

Future growth will contribute to maintaining and enhancing a well-connected network of sustainable settlements across North Essex. New homes, jobs, retail and leisure facilities serviced by new and upgraded infrastructure will be accommodated as part of existing settlements according to their scale, sustainability and role. The countryside will be protected and enhanced.

For the majority of settlements these issues are addressed in the second part of the Local Plan dealing with each authority's area. However, it is relevant here to set out the spatial strategy at an appropriate level, as it relates to the main settlements and strategic-scale new development.

- In Braintree District the growth will be a mixture of urban extensions and new communities. Braintree town, as the largest service centre in the District, will have a number of new urban extensions. Over 4,000 homes will be allocated in this area. The other main focus for development will be the A12 corridor with the main town of Witham and service villages of Hatfield Peverel, Kelvedon and Feering with allocations of just over 2,000. Other parts of the District, including the town of Halstead, will have smaller allocations to reflect a more local need and making the best use of brownfield sites, recognising that these areas are not as sustainable. Two new garden communities located on the A120 on the eastern and western edge of the District will provide at least 3,500 new homes within the Plan period, as well as the facilities and employment land to support them. These garden communities will continue to grow providing a key source of housing and jobs growth into future plan periods.
- In Colchester, the urban area of Colchester will continue to be a focus for growth due to its pre-eminent role as a centre for jobs, services and transport, with 4,000 units expected to be delivered over the Local Plan period. The urban area of Colchester, however, has a limited and diminishing supply of available brownfield sites, so new settlements will be included in the spatial hierarchy as a sustainable option for further growth of homes and jobs. Approximately 1,200 homes will be allocated in the Rural District Centres of Tiptree, West Mersea and Wivenhoe. Smaller sustainable settlements will receive limited allocations proportionate to their role in the spatial hierarchy.
- In Tendring the spatial hierarchy promotes growth in settlements that are the most assessable to the strategic road network, public transport and offer a range of services. Clacton, the Colchester Fringe and Harwich with Dovercourt are classified as strategic urban settlements and will accommodate around 5,000 new homes. The smaller urban settlements of Frinton with Walton and Kirby Cross, Manningtree with Lawford and Mistley, Brightlingsea and the expanded settlement of Weeley will accommodate between 1,500 and 2,500 new homes. The rural service centres and smaller rural settlements will accommodate around 1,500 new homes including a windfall allowance. Each of the strategic and urban settlements, and to a lesser extent the other settlements, will accommodate a share of 40 hectares of employment space, with infrastructure and services to accommodate the growth.

The policy is as follows:

**POLICY SP6 – SPATIAL STRATEGY FOR NORTH AND CENTRAL ESSEX**

Existing settlements will be the principal focus for additional growth across North Essex. Development will be accommodated within or adjoining settlements according to their scale, sustainability and existing role both within each individual district and, where relevant, across the wider strategic area.

Future growth will be planned to ensure settlements maintain their distinctive character and role, and to avoid coalescence between them. Re-use of previously-developed land within settlements is an important objective, although this will be assessed within the broader context of sustainable development principles, particularly to ensure that development locations are accessible by a choice of means of travel.

New development will be focused on the principal settlements in each district. Below this level, each local authority will identify a hierarchy of settlements where new development will be accommodated according to the role of the settlement, sustainability, its physical capacity and local needs.

Beyond the main settlements the authorities will support diversification of the rural economy and conservation and enhancement of the natural environment.

Three new garden communities will be developed as part of the sustainable strategy for growth at the locations shown on Map 3.3. These new communities will provide strategic locations for 7,500 additional homes within the Plan period as well as accompanying employment development, with expectation that substantial additional development will be delivered beyond the current Local Plan periods. They will be planned and developed on garden communities principles, with necessary infrastructure and facilities provided and a high quality of built and urban design.

**6.8.2 Appraisal of the Principles behind the Spatial Strategy**

The implications of Policy SP4 on the requirement for Sustainability Appraisal to assess all reasonable alternatives are two-fold. Firstly, the appraisal of the general spatial strategy is explored, alongside reasonable alternatives.

**Table 14: Impact on Sustainability Objectives: Policy SP6 – the Principles behind the Spatial Strategy**

Temporal Impacts	Sustainability Objectives (SO)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short	+	++	+	++	+	+	++	+/?	+/?	0	N/A	N/A	+/?	+	N/A
Medium	+	++	+	++	+	+	++	+/?	+/?	0	N/A	N/A	+/?	+	N/A
Long	+	++	++	++	+/?	++	++	++	+	+	N/A	N/A	+	+/?	N/A

### **6.8.3 Significant and Temporal Effects of the Principles behind the Spatial Strategy**

It should be noted that the spatial strategy, as set out in the policy and supporting text, is the preferred option at this time. However if further evidence or work reveals that one or more garden community is not deliverable or viable in the way that meets with policies set out for the Garden Communities (see Policies SP7-10), then other options will be explored.

The principles behind the Spatial Strategy will have a large number of significant positive impacts on the Sustainability Objectives, most notably on those that correspond to housing delivery (SO2), economic growth (SO4) and accessibility (SO7). The short and medium term impacts of these are related to the notion that development will be accommodated within or adjoining settlements according to their scale and existing role both within each individual district; these correspond to the NPPF requirements of each LPA in the formulation of a Local Plan and offers a local distinctiveness to the strategic area relevant to local needs and communities. Significant long term impacts are different in that they correspond to the requirement for Garden Communities in the latter stages of the plan period to meet unmet or residual needs in a sustainable manner and in sustainable locations.

Further long term significant positive impacts associated with Garden Communities can be expected to be realised on health (SO3), through the integration and requirement of suitable facilities and open space and recreation requirements; sustainable travel (SO6) through the requirements of sustainable transportation means to be provided, and education and skills (SO8) through the provision of primary, secondary and early years facilities as per Garden City Principles and Essex County Council infrastructure requirements. Minor positive impacts can be expected through Garden Community developments associated with townscapes (SO9) through a combined alleviation of pressures on existing settlements at the expected scale and also in conjunction with design expectations and opportunities. This focus away from the expansion of existing settlements will also not alleviate air quality pressures in settlements (SO13) and also offer opportunities for renewable energy generation (SO10). Despite this, uncertain impacts can be expected to arise from the principle of Garden Communities regarding the natural environment (SO5) and landscapes (SO14) through the development of green field land, however it should be acknowledged that at the specified scale, and commensurate with the density requirements of Garden City Principles, Garden Communities are capable of mitigating such concerns effectively and can even lead to opportunities regarding biodiversity gain.

Areas of short to medium term uncertainty relate to the school capacity pressures (SO8) experienced within many of the strategic area's existing settlements, and a lack of available land in many instances to meet the thresholds required for school expansion or provision. In addition, focusing development to existing settlements may also conflict with the conservation objectives of preservation and enhancement within historic cores and areas. A focus on existing settlements can also be expected to exacerbate air quality issues associated with town centres and urban junctions. Despite these impacts however, the NPPF requires the authorities' Local Plans to contain specific policy requirements to alleviate such impacts in the first instance and otherwise seek appropriate mitigation measures. It should also be noted that a range of positive impacts can be anticipated from focusing development in such centres, particularly those related to social and economic objectives and those that seek to protect the natural environment.

The sustainability implications of these Garden Communities (and alternative options) are explored in more detail in the second part of this appraisal of Policy SP6.

#### **6.8.4 Secondary Effects of the Principles behind the Spatial Strategy**

Positive secondary effects can be expected to affect the majority of the sustainability objectives in line with their combined reflection of sustainable aspirations within the strategic area and also each authority.

#### **6.8.5 Alternatives Considered of the Principles behind the Spatial Strategy**

The preferred Spatial Strategy across the strategic area has been devised in conjunction with those of the Local Plans of the three authorities of Colchester, Braintree and Tendring. Although the scope of the Strategic Common Part 1 for Local Plans is strategic, elements of the Spatial Strategy above can be seen to be non-strategic as per the remit of the three authorities' Local Plans. It should be acknowledged however that additional Spatial Strategy options may be reasonable within the wider area. For the purposes of identifying and assessing reasonable options within the SA, component parts of the preferred spatial strategy have been initially explored and expanded as sole scenarios for delivering and distributing growth across the strategic area. The following alternatives represent a list of possible reasonable options:

- Alternative 1 – A focus on allocating all broad Garden Community options proposed in the Strategic Area
- Alternative 2 – A focus on existing settlements, commensurate to proportionate growth across the Strategic Area.
- Alternative 3 – A focus on stimulating infrastructure and investment opportunities across the Strategic Area

In addition to the above, a fourth alternative was submitted to the North Essex Authorities for consideration as a spatial strategy option across the HMA. The Campaign Against Urban Sprawl in Essex (CAUSE) has created a vision for growth which aims to ensure that houses are built in the right place. This alternative, referred to as 'CAUSE's Metro Plan' seeks to deliver infrastructure first, making use of a rail asset which can offer a frequent metro service. The proposal looks at housing and related growth for Colchester and Tendring, based on the Colchester to Clacton line, and to some extent the Walton branch. The Colchester-Clacton rail corridor would accommodate a substantial amount of housing growth, estimated at 6,000 – 8,000 homes (or 7,000 – 9,000 homes if higher densities are felt to be acceptable at the heart of these settlements), depending on land constraints. This rail-based growth would be distributed between the station catchment area of Alresford, Great Bentley, Weeley, and Thorpe le Soken.

- Alternative 4 – CAUSE's Metro Plan

Strategic Part 1 - Sustainability Appraisal: Preferred Options (June 2016)

All alternatives have been appraised as follows:

Temporal Impacts	Sustainability Objectives (SO)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
<b>Alternative 1 - A focus on allocating all Garden Community options</b>															
Short	+	+/?	+	+/?	+	+	++	+/?	+/?	0	N/A	N/A	+/?	+	N/A
Medium	+	+/?	+	+/?	+	+	++	+/?	+/?	0	N/A	N/A	+/?	+	N/A
Long	+	++	++	++	+/?	++	++	++	+	+	N/A	N/A	+	+/?	N/A
<b>Alternative 2 - A focus on existing settlements, commensurate to proportionate growth across the Strategic Area.</b>															
Short	+/?	++	-	++	+	+	++	+/?	+/?	0	N/A	N/A	+/?	+	N/A
Medium	+/?	+	-	+	+	+	+	-	+/?	0	N/A	N/A	-	+	N/A
Long	+/?	-	-	-	+	+	+/?	--	+/?	0	N/A	N/A	--	+	N/A
<b>Alternative 3 - A focus on stimulating infrastructure and investment opportunities across the Strategic Area</b>															
Short	+	-	+/?	-	+	+	++	+/?	+	0	N/A	N/A	+/?	+	N/A
Medium	+	--	+/?	--	+	+	++	+/?	+	0	N/A	N/A	+/?	+	N/A
Long	+	++	++	++	+/?	++	++	++	+	+	N/A	N/A	+	+/?	N/A
<b>Alternative 4 – CAUSE’s Metro Plan: Colchester – Clacton Metro Option</b>															
Short	+	+/?	+/?	+/?	+/?	++	++	+/?	+/?	0	N/A	N/A	+	+/?	N/A
Medium	+	+/?	+/?	+/?	+/?	++	++	+/?	+/?	0	N/A	N/A	+	+/?	N/A
Long	+	+/?	+/?	+/?	+/?	++	++	+/?	+/?	0	N/A	N/A	+	+/?	N/A

**Alternative 1** – Although this alternative could offer some perceived benefits in terms of long term infrastructure provision in principle, it would not respond to the need for a distribution of growth across existing settlements (i.e. the centres of largest population per District/Borough) and meeting identified needs regarding affordability in all areas. In addition, the general distribution of options would see an overprovision in the Colchester area, and would create housing and employment inequalities across the strategic area. Impacts can be expected to be similar at the broad strategic level, however in line with the housing requirements of the Strategic Area, the short to medium term impacts could be expected to be uncertain on housing (SO2) and employment (SO4) related objectives in so far as the needs of existing communities would unlikely be met. For this reason, and in relation to the existing sustainability of focusing development within the capacity of existing settlements, the alternative has been rejected.

**Alternative 2** – Although on the face of it over a wide Strategic Area this would appear a sustainable option, this alternative would require the formulation of a joint or combined settlement hierarchy. The appraisal of this alternative has been undertaken on the basis that existing settlements would have to respond to allowing higher densities and the development of more marginal peripheral land. This has seen a large amount of diminishing impacts associated with this continual albeit theoretical trend, culminating in a large amount of uncertain and negative impacts in the long term, when Garden Communities would be coming forward to meet unmet housing and employment needs. The alternative would not correspond to the Local Plan requirements of the NPPF on a LPA basis, and could lead to the overexpansion of some settlements through the possible development of unsuitable extensions with no wider sustainable or infrastructure benefits. Strategically, it would also not offer a sustainable distribution across the wider area, or reflect that some settlements within the Strategic Area serve an important function in terms of services despite not having a significant population. For these reasons the alternative has been rejected.

**Alternative 3** – The location of the preferred Garden Community options in the Strategic Area could be perceived as being located in line with a need to stimulate investment in transport infrastructure along the A120. In addition, their size indicates the threshold required to deliver a new secondary school in each instance. To entirely focus on the premise of distributing growth to the A120 and in order to deliver additional secondary school capacity in the wider area would not be a sustainable one, in so far as it would not take into consideration the benefits and indicative impacts associated with other themes and tenets of sustainability, in particular those that are environmental in nature and seek to protect such assets. To extend the premise further to other infrastructure requirements across the strategic area would not ensure Garden Communities meet Garden City Principles and infrastructure requirements in less marketable areas could be expected to warrant notions of housing and employment delivery unviable. Although infrastructure considerations partly represent the case for their preferred status, it should be acknowledged that the preferred Garden Community options represent the most sustainable options in their own right as well as in consideration of their distribution as part of a wider Spatial Strategy. In line with the housing requirements of the Strategic Area, the short to medium term impacts could be expected to be increasingly negative on housing (SO2) and employment (SO4) related objectives in so far as the needs of existing communities would unlikely be met until the long term; Garden Communities require by their nature and scope a significant amount of time to meet the requirements of Garden City Principles and cannot be expected to be immediately available or achievable. This is also true for impacts on other relevant Sustainability Objectives in the short and medium term.

**Alternative 4** – This alternative has been deemed as having likely negative impacts due to the focus of growth in Tendring, the least marketable District within the HMA. In addition, the alternative is not clear how the geographic distribution will benefit from the economies of scale of a fewer amount of larger Garden Communities; for this reason no long term impacts have been identified. There is also the potential for cumulative negative impacts on environmental considerations associated with the distribution, especially regarding increasing visitor numbers to the coast and international designations. It should be acknowledged however that a forthcoming HRA or AA would add further detail to these impacts should the option become preferred. The alternative will have significantly positive impacts associated with sustainable transport and accessibility; however it should be acknowledged that the upgrading of multiple rail stations on the same stretch of line would likely have negative implications regarding the deliverability of multiple new settlements in the plan period. The alternative seeks to provide a transit-oriented solution which supports the local economy and helps to ease congestion on our over-crowded roads. The alternative would focus new housing development in line with growth at the existing railway

stations of Alresford, Great Bentley, Weeley and Thorpe-le-Soken, with potential new station growth points in-between Alresford and Great Bentley and in between Thorpe-le-Soken and Clacton. In consideration of the OAN Report, it could be considered that this distribution would not meet the existing needs of Braintree District; in particular the requirements to ensure affordable housing and jobs in a range of sectors that could be expected from new Garden Communities in the District. The strategic option could be argued as not contributing to Braintree District Council, as a LPA, meeting its Local Plan requirements as set out in the NPPF; particularly in regard to the presumption in favour of sustainable development that states that local planning authorities should positively seek opportunities to meet the development needs of their area. The alternative does not consider the lack of available land within the stated focal points for growth in Tendring. It also does not consider the suitability of land, especially in regard to alternative sites. As stated in the appraisal of housing numbers in this SA, work towards agreeing a housing requirement undertaken by Tendring District Council for the purposes of their Local Plan calculates that capacity exists for 550 dwellings per annum. This has been evidenced by extant planning permissions, windfall allowances, submitted sites in the LPAs call-for-sites process as deemed suitable, achievable and available in their SHLAA and in conformity to their settlement hierarchy. For these reasons this alternative has been rejected.

#### **6.8.6 Proposed Mitigation Measures / Recommendations of the Principles behind the Spatial Strategy**

No mitigation measures or recommendations are proposed at this stage.

#### **6.8.7 Appraisal of the Garden Community Options within the Spatial Strategy**

As previously mentioned, the implications of Policy SP6 on the requirement for Sustainability Appraisal to assess all reasonable alternatives are two-fold. This sub-section explores the specific assessment of Garden Community options within the policy, alongside reasonable alternatives.

Alternatives have been identified through the three authorities' respective Local Plan call-for-sites processes. The threshold for the identification of what constituted a reasonable Garden Community option was 4,000 dwellings based on that of the threshold for the required provision of a new secondary school; a key building block for a community of sufficient scale for residents to meet majority of day to day needs.

The following represent all of the Garden Community options that were proposed by developers / landowners within the Strategic Area (please note that the indicative yields presented are for each option in its entirety and beyond those which can be delivered in the Plan period as specified in Policy SP6):

Strategic Part 1 - Sustainability Appraisal: Preferred Options (June 2016)

Option	Sub-Option	Reference number for purposes of assessment	Indicative dwelling yield and amount of mixed use / employment land (ha)	Reason for selection / rejection
East Colchester	Option 1: Southern Land Focus	GCEC1	- 6,611 homes - 7 ha mixed use - 5 ha employment land	The broad area of East Colchester has been selected as a preferred option for a new Garden Community due to its ability to stimulate required infrastructure delivery and adhere to Garden City Principles in a largely unconstrained area.
	Option 2: A133 to Colchester - Ipswich rail line	GCEC2	- 8,834 homes - 10 ha mixed use - 5 ha employment land	
	Option 3: North to South wrap	GCEC3	- 11,409 homes - 13 ha mixed use - 7 ha employment land	
North Colchester	Option 1: East of Langham Lane focus	GCNC1	- 6,606 homes - 7 ha mixed use - 7 ha employment land	The broad area of North Colchester has been rejected as a preferred option for a new Garden Community due to the limited scope for maximum sustainable benefits associated with adhering to Garden City principles.
	Option 2: Maximum Land Take	GCNC2	- 10,132 homes - 10 ha mixed use - 10 ha employment land	
West of Colchester /Marks Tey	Option 1: North and South of A12 / Rail Corridor Focus	GCWC1	- 16,861 homes - 9 ha mixed use - 10 ha employment land	The broad area of West of Colchester / Marks Tey has been selected as a preferred option for a new Garden Community due to its ability to stimulate required infrastructure delivery and adhere to Garden City Principles in a largely unconstrained area.
	Option 2: South of A120 and North of Marks Tey Existing Settlement	GCWC2	- 17,182 homes - 9 ha mixed use - 11 ha employment land	
	Option 3: South of A120 Focus	GCWC3	- 13,105 homes - 7 ha mixed use - 9 ha employment land	
	Option 4: Maximum Land Take	GCWC4	- 27,841 homes - 16 ha mixed use	

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Option	Sub-Option	Reference number for purposes of assessment	Indicative dwelling yield and amount of mixed use / employment land (ha)	Reason for selection / rejection
			- 15 ha employment land	
West of Braintree	Option 1: Braintree DC only	GCWB1	- 9,665 homes - 12 ha mixed use - 10 ha employment land	The broad area of West of Braintree has been selected as a preferred option for a new Garden Community. As Uttlesford District Council are not currently contributing to the work undertaken by the North Essex Authorities, and are located within a different Housing Market Area, option GCWB2 can be rejected at this stage in so far as the option does not respond to the scope and context of the Common Strategic Part 1 for Local Plans.
	Option 2: Braintree DC and Uttlesford DC Land	GCWB2	- 12,949 homes - 16 ha mixed use - 13 ha employment land	

The appraisal of the Garden Community Options has been undertaken using all available information, including the findings of a Site Options and Performance Review undertaken by consultants AECOM, who have been commissioned to undertake a concept feasibility study on behalf of the North Essex Authorities.

The following table sets out the appraisal of all the Garden Community options in the Strategic Area.

**Table 15: Impact on Sustainability Objectives: Policy SP6 – the Garden Community Options (including Alternatives)**

Sustainability Objective	East Colchester			North Colchester		West of Colchester / Marks Tey				West of Braintree	
	GCE C1	GCE C2	GCE C3	GCN C1	GCN C2	GCW C1	GCW C2	GCW C3	GCW C4	GCW B1	GCW B2
1. Physical Limitations – Absence of insurmountable problems (e.g. access, ground conditions, flood risk, hazardous risks, pollution, contamination and air quality)	+/?	+/?	+/?	-	-	+/?	+/?	+/?	+/?	+	+
<p>Commentary:</p> <p>Regarding option GCEC1, and as stated in the AECOM Site Options and Performance Review, access will be dependent on the A120 and A133 and requires an access strategy that manages interface between local and strategic traffic and restricts use of through routes across the site to move between the A120 and A133. The proposed link road to the west of the eastern boundary would be a critical aspect of this strategy that needs to be confirmed. It would also be difficult to achieve any direct vehicular access into Greenstead from the site; Bromley Road would also only provide limited access options given town centre congestion issues south and the fact there is no junction with the A120. Despite these considerations, the scale of the proposal has a reasonable prospect of overcoming them in meeting Garden City Principles. This is also the same for options GCEC2 and GCEC3, with the added consideration of the Great Eastern Mainline creating severance / bisecting movements to the North West (and south in regard to GCEC3); however there are three vehicular bridges in place which could be upgraded to accommodate requisite movements. In regard to other physical limitations, all options have the same considerations regarding topography; valley slopes following Salary Brook that can be utilised as green infrastructure. Similarly are impacts regarding surface water, waste water, gas and electricity largely indistinguishable across all options. Surface water networks are at capacity, the Colchester Water Recycling Centre is near capacity (but can be expanded in response to developer demand) and gas and electricity network reinforcement would also be needed. None of these limitations can be considered insurmountable of any proposal at the scale of the three options.</p> <p>The AECOM Site Options and Performance Review states for both North Colchester options (GCNC1 and GCNC2), that site access will be reliant on the A12 and significant consideration will need to be given to how any Garden Community would relate to the A12, particularly in developing strategies which form an appropriate interface between the A12 and local roads. There will be a need to restrict unnecessary traffic flows which could increase congestion along this strategically important route. The functionality of any forthcoming development will be dependent upon bridging and facilitating sustainable linkages across the A12 connecting with Colchester to the south. The AECOM report adds that GCNC2 could however benefit from an opportunity to access links with Straight Road which may provide greater flexibility in relation to the overall highway and related transport network for the new settlement as well as greater spread of traffic demand. It adds that the option is likely to rely on these further connections, because the links associated with GCEC1 are only likely to</p>											

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Sustainability Objective	East Colchester			North Colchester		West of Colchester / Marks Tey				West of Braintree	
	GCE C1	GCE C2	GCE C3	GCN C1	GCN C2	GCW C1	GCW C2	GCW C3	GCW C4	GCW B1	GCW B2
<p>accommodate a finite volume of traffic given current constraints in the area. Both options for North Colchester have a potentially significant constraint in the form of a 20 hectare Solar Farm within both areas, which exists with a 20 year planning permission. Although this could represent a benefit in regard to renewable energy generation for any new Garden Community, it equally constrains the options in regard to conforming to a number of wider Garden City Principles, particularly those related to high quality design and layouts, and green infrastructure which are not fragmented or limited in the scope of aspirations at the masterplanning stage. For this reason, negative impacts have been identified in so far as the options are unlikely to meet wider Garden City Principles. It should be noted that it may be possible that any forthcoming masterplan could be developed to overcome such limitations. In addition, Anglia Water have also identified major constraints in terms of providing infrastructure and/or treatment works to serve proposed growth at this location.</p> <p>The AECOM Site Options and Performance Review states that road infrastructure and junction access and capacity represent the main barriers to development, however it should be noted that the presence of the A12 and A120 are beneficial to development in this location providing local and regional connectivity. In addition, new highway infrastructure of a planned 3-lane widening of the A12 and the duelling of the A120 from Braintree to the A12 (incorporating a potential bypass of Marks Tey) would make the principle of development in this location viable for further exploration. Despite this, a significant transport infrastructure programme would be needed for all options to overcome localised connectivity issues surrounding an east/west severance due to the alignment of the A12 and Great Eastern Mainline rail route; however any successful proposal can be expected to offer significant wider benefits. This is a general issue surrounding all of the West Colchester / Marks Tey options; however they can reasonably be expected to increase commensurate to increasing scales. Other physical limitations for all options include the possible need to relocate and expand the Marks Tey rail station; however the presence of an existing rail station merits this exploration and strategic scale growth at this broad location. All options have underground and overhead pipeline and cable routes which would likely require retention and the development of exclusion zones. These issues, and other considerations such as areas of Flood Risk Zone 3 in the broad area, are not considered insurmountable at the scale of growth explored for all options.</p> <p>The AECOM Site Options and Performance Review states that both sites to the West of Braintree are away from the A120 and served from small rural lanes only, providing limited connectivity to the broad area. In addition, one such lane, 'Pods Lane' is a designated Protected Lane which, as a heritage asset, would likely need to be integrated into any new Garden Community. Site access would generally be dependent on the A120 and B1256 from the south and limitations surrounding the allocated minerals site. An upgrade of the junction of the B1256 and Blake End would create a new access spur that avoids the quarry and is in principle considered possible. The AECOM report adds that overall, development of the broad area would require an access strategy that manages the interface between local and strategic traffic and restricts us of the rural lane network. Option GCWB2, in addition to these general considerations, may require additional solutions due to its larger scale of development. Regarding other physical limitations, both sites are considered relatively free of constraint, apart from those hedgerows, field ditches and woodland that can be integrated into any forthcoming masterplan.</p>											
2. Impacts – Acceptable impacts on high quality agricultural land, important landscape features, townscape features, sites of nature	+/?	+/?	+/?	-	-	+/?	+/?	+	-	+/?	+/?

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Sustainability Objective	East Colchester			North Colchester		West of Colchester / Marks Tey				West of Braintree	
	GCE C1	GCE C2	GCE C3	GCN C1	GCN C2	GCW C1	GCW C2	GCW C3	GCW C4	GCW B1	GCW B2
conservation interest and heritage assets											
<p>Commentary:</p> <p>Options GCEC1, GCEC2 and GCEC3 all contain Grade 1 Agricultural Land (determined 'excellent' by Natural England) along much of the eastern boundary, however the requirements for a belt of countryside to prevent sprawl has scope for its protection. The existing natural landscape and ecological features within the options such as Salary Brook, Welsh Wood, woodland, ancient woodland and a network of intact hedgerows and associated veteran trees, land drains and ditches, if protected, conserved and enhanced, have the potential to form key landscape structuring components of the Garden Community and related green infrastructure network. Although these features could be considered constraints, such an established network would be considered a considerable benefit to the wellbeing of future communities, and it should be noted that the features enable the option to adhere positively to Garden City Principles, particularly those in relation to a surrounding belt of countryside and the integration of well-connected biodiversity gains. For the purposes of comparison, those options with a larger scope have the both the potential for larger constraints and opportunities, although it should be noted that GCEC3 contains a SSSI (Bullock Wood) which is likely to require more sensitive consideration in regard to preservation and enhancement as part of a belt of countryside to prevent coalescence with Colchester. All options have a number of Listed Buildings across the options which should be preserved and the topography of the land indicates benefits to the proposals in the form of integrating development into a natural context.</p> <p>Options GCNC1 and GCNC2 both include large areas of land identified as Grade 2 Agricultural Land, classed as 'very good' by Natural England, with GCNC2 having an additional proportion of Grade 1 'excellent' Agricultural Land. The sites both have issues surrounding Listed Buildings and their settings; however there are not considered to be any insurmountable issues regarding development at either scale. Although ecological assets exist throughout, both sites do not contain any wildlife designations, and so have scope to introduce these within proposals in conformity to Garden City principles. The landscape implications of both sites are considered significant; the eastern boundary of both sites border the Dedham Vale AONB and a development of this size has the potential to significantly impact on the character and setting of this designation. It should also be considered that any potential extension of the AONB westward may be impacted by development at both these options. Due to the proximity of the AONB, impacts for both options have been considered negative, although do factor in the possibility that mitigation may be possible in line with the current boundary extent of the AONB.</p> <p>Options GCWC1, GCWC2, GCWC3 and GCWC4 all include land that is identified as Grade 2 Agricultural Land; classed as 'very good' by Natural England. Of these options, GCWC3 can be seen to offer a smaller proportion of development on Grade 2 ALC, with development expected to occur on Grade 3 ALC which is of a lesser quality. Options GCWC1, GCWC2 and GCWC4 also contain the Marks Tey Brickpit SSSI, however its location at the north east boundary in each instance ensures that this designation can be protected and enhanced through the requirements of a surrounding belt of countryside to prevent sprawl. Option GCWC3 does not have any implications in this regard, although detailed proposals would have to be sensitive to the presence of Domsey Brook. Options GCWC2 and GCWC4 are in close proximity to a Scheduled Monument (a Roman villa 450m south of Warren's Farm to the north)</p>											

Strategic Part 1 - Sustainability Appraisal: Preferred Options (June 2016)

Sustainability Objective	East Colchester			North Colchester		West of Colchester / Marks Tey				West of Braintree	
	GCE C1	GCE C2	GCE C3	GCN C1	GCN C2	GCW C1	GCW C2	GCW C3	GCW C4	GCW B1	GCW B2
<p>and could affect the setting of this asset, however the specific impacts of the options, and their significance, would have to be subject to specialist assessment once more detailed masterplanning is forthcoming (and should these options be selected). Option GCWC1 does not extend as far north west in proximity to the Scheduled Monument as Options GCWC2 and GCWC4 as to warrant the same expected level of potential impact; however the same issues would have to be investigated. Option GCWC3 is assessed as unlikely to impact on this designation. All the options contain a small number of Listed Buildings, in reflection of the size of the proposals, and although impacts on their setting would have to be further investigated, it is believed that at this strategic level, the scope of all proposals ensures that impacts can be avoided. The landscape implications of the proposals vary commensurate to the scale of each proposal, with GCWC4 expected to have more significant impacts as GCWC1 and GCWC2, and GCWC3 expected to have minimal impacts in comparison to all the other options. The landscape character of the broad area is not particularly sensitive to change, with limited views associated with medium to large field patterns and mature hedgerows. The impacts expected from each option are indicative of their scale in each regard, and as such a range of impacts have been highlighted in this appraisal. Nevertheless, it should be noted that at the each options' scale, mitigation can be expected to be possible.</p> <p>Options GCWB1 and GCWB2 both include land that is identified as Grade 2 Agricultural Land; classed as 'very good' by Natural England. Both options also include land allocated for minerals development within the adopted Minerals Local Plan (MLP). This land, in the south east portion of both options, is also identified as a flagship restoration scheme as part of MLP Policy S12; as a result, measures already exist to increase biodiversity gain on the site, and there are no perceived incompatibilities of this with the requirement of both GCWB1 and GCWB2 to provide a belt of countryside to prevent urban sprawl. GCWB2 includes the designation of Boxted Wood, a LoWS and Ancient Woodland whereas GCWB1 extends to its eastern extent. Due its location, and the requirement of the belt of countryside previously mentioned, the location of Boxted Wood is not considered an insurmountable issue to either option, however it is recommended that measures to conserve and enhance are sought through any eventual masterplanning, particularly for GCWB2. The northern boundary of both options also abuts the Conservation Area of Great Saling which contains a range of listed buildings including grade II as well as the Registered Park and Garden of Saling Grove. Once more it is perceived that impacts are unlikely to be insurmountable and that the preservation or even enhancement of the setting of these heritage assets can be ensured through adherence to Garden City Principles. GCWB2, in regard to its inclusion of the Great Saling airfield may also have archaeological implications, however further detail would be required as to the potential future of the airfield in any forthcoming masterplan.</p>											
3. Environment/Amenity – Acceptable relationship with and impact on occupiers of existing properties and neighbouring areas/towns (maintaining adequate separation)	++	++	+	-	-	+/?	+/?	+/?	++	++	+
<p>Commentary:</p>											

Strategic Part 1 - Sustainability Appraisal: Preferred Options (June 2016)

Sustainability Objective	East Colchester			North Colchester		West of Colchester / Marks Tey				West of Braintree	
	GCE C1	GCE C2	GCE C3	GCN C1	GCN C2	GCW C1	GCW C2	GCW C3	GCW C4	GCW B1	GCW B2
<p>Options GCEC1 and GCEC2 will have similar positive impacts associated with the topography of the area constraining views into and across the sites, which are assessed as reducing the visual impacts of any Garden Community. The existing Local nature Reserves of Salary Brook and Welsh Wood create the basis of an established and high quality buffer between Colchester and any new Garden Communities to the west, and there are no other existing settlements to the east that would be affected by any of the options at their stated scales. Option GCEC3 has additional considerations to take into account regarding the A137 Harwich Road which bisects the small settlement of Fox Street. Maintaining a clear separation of this settlement may fragment the wider development, in particular that area to the north of the railway line. For that reason, impacts are not highlighted as positively for this option.</p> <p>Options GCNC1 and GCNC2 have slightly differing impacts, associated with the impact on the existing settlements of Langham to the north (in regard to GCNC1) and also to the linear development to the west (in regard to GCNC2). In consideration of the location and size of the Solar Farm existing at Boxted Airfield, it is uncertain to what extent option GCNC1 could adequately ensure a degree of separation with Langham whilst simultaneously ensuring that wider Garden City Principles are met, where the extent of land available for housing and employment delivery is uncertain at this current time and over the plan period. It is understood that the promoter of the site for development could remove the solar farm upon expiry of its consent, with the land then developed for housing; however in the interests of sustainability, the removal of a renewable energy facility could not be considered positive. Option GCNC2 does not have such significant considerations, however, extends further west. Regarding the southern boundary of both options, it is likewise uncertain how separation can be guaranteed with Colchester and the Northern Gateway when considered alongside the need for such links to be forged to the benefit of the wider community and particularly for access and public transport links. Regarding this, it can be considered that these options are unlikely to benefit from a degree of separation from Colchester, which would adhere to this sustainability objective and corresponding Garden City Principle, and any resultant masterplanning would have to carefully balance these separate requirements.</p> <p>Regarding options GCWC1, GCWC2, GCWC3 and GCWC4 there will be varying different implications associated with settlement coalescence; these are largely commensurate to the different scales of the proposals. It should be noted however that coalescence can be prevented in all options with similarly varying degrees of countryside acting as a buffer; a surrounding belt of such being a Garden City Principle to which all options can fully meet. Impacts on the residential amenity of the settlements of Marks Tey and Little Tey however are not as positive with options GCWC1, GCWC2 and GCWC4 possibly assimilating the aforementioned settlements into the Garden Community. A buffer separation will likely be needed to be developed through masterplanning to minimise certain impacts on existing communities, and it could be considered that the scope for this would be maximised through the larger option GCWC4 with enough available land to have limited knock on effects regarding adhering to other Garden City Principles. Option GCWC3 has been assessed as not having these specific considerations in addition to its required countryside belt protecting any properties to the south.</p> <p>There are limited numbers of existing residential properties in the area of both options GCWB1 and GCWB2, however the small settlement of Blake End exists to the south west of the site and is located adjacent to a junction corresponding to the likely access to the area from the B1256. It should be noted that assimilation of Blake End is not assumed, in so far as a required belt of surrounding countryside would act as a buffer, however there may be transport implications and perceived loss of amenity in that regard. To the north, both options extend</p>											

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Sustainability Objective	East Colchester			North Colchester		West of Colchester / Marks Tey				West of Braintree	
	GCE C1	GCE C2	GCE C3	GCN C1	GCN C2	GCW C1	GCW C2	GCW C3	GCW C4	GCW B1	GCW B2
towards Great Saling, however as previously mentioned this would be buffered with countryside to prevent sprawl, and a Registered Park and Garden exists at the boundary extent; the preservation of the setting of which is likely to ensure that the new Garden Community does not negatively impact residents of the existing settlement further to the north. Specifically in relation to GCWB2, additional considerations would be to the amenity of residents in Stebbing Green and a desire to ensure separation. In isolation this is not considered an insurmountable issue however the presence of Boxted Wood within the area to the immediate east of any required buffer, could limit the suitability of this eastern part of the option.											
4. Transport – Incorporation of integrated and accessible sustainable transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport	+	+	+/?	+/?	+/?	+	+	+	+/?	+/?	+/?
<p>Commentary:</p> <p>Regarding options GCEC1 and GCEC2, the presence of the Great Eastern Mainline and rail links at Hythe exist as a rapid public transport link to Colchester, ensuring that the principle of ensuring rail links exist; it would be likely however that a new station would be needed, possibly at the University in the south, with interconnecting public transport links integrated into northern parts of both sites. The AECOM report states that existing strategic and local bus networks currently set down and pick-up in close proximity to both sites with a bus interchange located at the University campus. Within the Colchester Borough Council Local Plan, provision is made for a dedicated bus corridor to support development in North Colchester; anticipated to be delivered on the back of the consented 1,500 new dwellings at the site of the former Severalls Hospital. Consultants Jacobs have been instructed by ECC to develop options for a rapid transit system linking the site, University and town centre. The most recent study, entitled 'East Colchester Rapid Transit Option Appraisal Garden Settlement meeting, 6<sup>th</sup> January 2016' concludes that a Bus Rapid Transit (BRT) would be the most cost effective approach in delivery, rather than a light rail / tram system. A number of possible routes are being explored between the town centre via the Hythe link. Option GCEC3 has been assessed as having the same considerations, however due to the spatial size of the site, it is likely that a further level of site wide connectivity will be required, possibly with the integration of a tram-train connection. For these reasons, impacts are currently assessed as uncertain in line with suitability and viability concerns regarding these additional requirements.</p> <p>It should be noted that options GCNC1 and GCNC2 do not benefit from an existing rail link and in addition, the sites are severed by the A12 to the south, proving such integration unlikely to be suitable or viable. With this in mind, it can be considered that only bus, walking and cycling opportunities appear valid until further information is known regarding these options. The AECOM Report acknowledges that should bridging of the A12 be possible, or existing bridges be upgraded, then access to wider public transport initiatives would be present to the Northern Gateway. In addition, an existing Park and Ride exists to the west corner of the sites which could be developed. Despite this however, links to the A12 and the strategic road network are likely to prove private car use attractive and it is uncertain whether there will be any benefits to the town centre through bus links only given the proximity and ease of access</p>											

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Sustainability Objective	East Colchester			North Colchester		West of Colchester / Marks Tey				West of Braintree	
	GCE C1	GCE C2	GCE C3	GCN C1	GCN C2	GCW C1	GCW C2	GCW C3	GCW C4	GCW B1	GCW B2
<p>to out of town centres.</p> <p>The West Colchester / Marks Tey options all benefit from the presence of the Great Eastern Mainline running through the site, and also the existing rail station of Marks Tey. In addition, the infrastructure commitments regarding the A12 and A120 are likely to prove increased bus links suitable and viable options. Despite this, there is a possibility that these infrastructure improvements would warrant sustainable transport means less attractive in favour of private car journeys. Work will however be required to adequately ensure the interconnectivity of the whole site by sustainable means. The AECOM Report states that as an existing settlement, Marks Tey / Little Tey is already connected by public transport - both bus and rail (Marks Tey rail station) to Colchester, Braintree and other centres, including London. This is a clear advantage for developing a sustainable transport system for the Garden Community. It also provides the opportunity to connect the site with and support some form of inter-urban North Essex public transport system, such as Bus Rapid Transit (BRT) or similar. This would be high frequency, connecting key nodes, including the railway station, and creating the conditions to achieve greater modal shift away from the car for local and longer distance trips. Investment in new infrastructure would be required but a good starting point nevertheless exists. The AECOM Report adds, specifically for option GCWC4, that the scale of this option and the constrained location of the existing Marks Tey rail station limits any meaningful expansion of this facility, and it is considered that to provide a fully integrated and accessible sustainable transport system it will be necessary to relocate the railway station to a more central location within the Garden Community. This would also be connected to segregated bus routes, including a potential North Essex BRT, with the opportunity also present to consider a Tram-Train option too, utilising the rail line and re-purposed Sudbury Branch Line. As such, impacts are likely to be less positive in line with scale of required improvements.</p> <p>Options GCWB1 and GCWB2 have been highlighted as having a reasonable option of partially meeting the sustainability objective and associated Garden City Principles. It should be noted that both options do not benefit from an existing rail link and in addition links to the A120 and the strategic road network are likely to prove private car use attractive and it is uncertain whether there will be any benefits to the town centre through bus links only given the proximity and ease of access to Chelmsford and out of town centres such as Freeport. The AECOM report however highlights that connecting the options with Fitchway would provide direct links with Braintree and Braintree Railway Station. The establishment of links south of Fitchway would connect Skyline 120 for employment and Great Notley Country Park for leisure activity. Regarding public transport, the direct access of the site to the A120 can be considered advantageous in terms of connecting the site with North Essex inter-urban bus routes, providing connectivity with Stansted Airport and employment centres and the existing settlement. The opportunity to achieve a development of significant scale with population critical mass may rely on a system with greater connectivity and speed such as a form of BRT, tram or rail, without this inter-urban/ inter-regional public transport system, the risk exists that the majority of journeys external and internal to the site would likely be car based in this area.</p>											
5. Resilience - Positive contribution towards maintaining resilient town centres and identified regeneration and development priority	++	++	++	+	+	+	+	+	+/?	+/?	+/?

Strategic Part 1 - Sustainability Appraisal: Preferred Options (June 2016)

Sustainability Objective	East Colchester			North Colchester		West of Colchester / Marks Tey				West of Braintree	
	GCE C1	GCE C2	GCE C3	GCN C1	GCN C2	GCW C1	GCW C2	GCW C3	GCW C4	GCW B1	GCW B2
areas and institutions (including Essex University)											
<p>Commentary:</p> <p>Options GCEC1, GCEC2 and GCEC3 have all been assessed as making a significantly positive impact on the town centre of Colchester, due largely to the options' proximity to the town centre of Colchester, the University and identified regeneration areas in east Colchester. Access to the town centre railway station, accessible from the Hythe station at present and via other public transport means ensures that direct access to the town centre and regeneration areas in the east of the town centre has the potential to be maximised in a sustainable manner.</p> <p>Options GCNC1 and GCNC2 will have positive impacts associated with distances to the town centre , existing vehicular access and also existing access to park and ride services into the town centre. Impacts are not as significant as east Colchester options due to the lack of rail links and the presence of the Northern Gateway including proposals for this area, which combined with the emergence of an expected district or neighbourhood centre at any Garden Community itself could cumulatively reduce the need for residents to access the town centre for services, convenience retail and leisure facilities.</p> <p>Options GCWC1, GCWC2 and GCWC3 have been assessed as having positive impacts on the town centre of Colchester, and benefit from existing rail links at Marks Tey which can be expected to be expanded in line with any Garden Community option. Impacts are limited however due to the possibility of residents using the facilities of Tollgate in the first instance as preferable and closer to any Garden Community than the town centre of Colchester. Option GCWC4 has been assessed as having uncertain impacts partly for this reason, but also commensurate to its scale. The level of services and facilities required within this Garden Community option itself should reasonably be expected to be of a suitably large scale in order to be sustainable, however may reduce the number of expected journeys into Colchester for services, convenience retail and leisure facilities.</p> <p>Options GCWB1 and GCWB2 have been assessed as having uncertain impacts on the town of Braintree. Positive impacts could reasonably be expected due to its close proximity and easy accessibility; however the lack of rail links to the centre and the similarly easy access to the strategic road network could see residents travelling to the larger centre of Chelmsford, or to Freeport to the south of Braintree but physically detached from the town centre.</p>											
6. Housing – Provision of a mix of tenures, including affordable homes and a range of housing types (including self-build/custom build and gypsy and traveller pitches).	++	++	++	++	++	++	++	++	++	++	++

Strategic Part 1 - Sustainability Appraisal: Preferred Options (June 2016)

Sustainability Objective	East Colchester			North Colchester		West of Colchester / Marks Tey				West of Braintree	
	GCE C1	GCE C2	GCE C3	GCN C1	GCN C2	GCW C1	GCW C2	GCW C3	GCW C4	GCW B1	GCW B2
<p>Commentary:</p> <p>All of the Garden Community Options can be expected to have the same level of impact at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles regarding housing supply, type and tenure including gypsy and traveller provision.</p>											
7. Employment Opportunities – Provision for a wide range of local jobs within easy commuting distance from homes	++	++	++	++	++	++	++	++	++	++	++
<p>Commentary:</p> <p>All of the Garden Community Options can be expected to have broadly the same level of impact at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles regarding a full range employment opportunities within the Garden Community itself or within easy commuting distance of homes. Regarding this latter consideration, the proximity of existing, and suitable integration, of public transport opportunities is explored in the assessment of options against sustainability objective 4.</p>											
8. Mixed-use Opportunities – Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.	++	++	++	++	++	++	++	++	++	++	++
<p>Commentary:</p> <p>All of the Garden Community Options can be expected to have broadly the same level of impact at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles regarding the inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.</p>											
9. Environmental Quality & Sustainability – Incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology to ensure climate resilience.	++	++	++	++	++	++	++	++	++	++	++

Strategic Part 1 - Sustainability Appraisal: Preferred Options (June 2016)

Sustainability Objective	East Colchester			North Colchester		West of Colchester / Marks Tey				West of Braintree	
	GCE C1	GCE C2	GCE C3	GCN C1	GCN C2	GCW C1	GCW C2	GCW C3	GCW C4	GCW B1	GCW B2
<p>Commentary:</p> <p>It can be considered that, in specific relation to relevant Garden City Principles, all of the options have a strong prospect of fully meeting the aspirations of this sustainability objective. All of the Garden Community Options should be viewed as indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles regarding the incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology to ensure climate resilience.</p>											
10. Developability / Deliverability - The growth area is available, commercially attractive, and capable of delivering necessary physical/social/green infrastructure and could be viably developed within [6-10] years.	++	+	+	+/?	+/?	+/?	+/?	+/?	+/?	+	+
<p>Commentary:</p> <p>It should be noted that under all options it is understood that the Councils, through their consultants Garden City Developments (GCDs), are negotiating an in-principle agreement with the developers/landowner(s) for delivery of Garden Community(ies) that create(s) potentially favourable conditions to fund infrastructure related to development receipt. As such, it can be assumed that satisfactory mechanisms can be put into place to capture increase in land value to meet infrastructure costs and manage and maintain assets in the long term for all options should they be preferred. It should also be noted that the information utilised for the assessment of options regarding developability / deliverability in this SA is considered consistent to all options in terms of level of detail; however it should be acknowledged that work is continuously being undertaken in this regard and that updates to this SA may be necessary at the Pre-Submission stage. Impacts regarding commercial viability of the options can be broadly said to be progressively more positive from east to west associated with property values, however such factors have not been considered in detail within this part of the SA for comparison purposes and to ensure more focused differentiation regarding developability considerations.</p> <p>Regarding GCEC1, the AECOM Report states that all land in this option was put forward for development through the call-for-sites process and that the majority of land is actively being promoted by a single promoter who has an option to develop the land. The AECOM Report adds that it should be possible to commence development in the emerging plan period to 2032, with on and off-site infrastructure solutions identifiable and likely deliverable. Adequate lead-in time is considered to exist for the required planning, funding and delivery of major infrastructure works needed to accommodate the continued development and growth of the Garden Community beyond 2032. For the reasons that on and off-site infrastructure solutions are identifiable and likely deliverable, this option has a strong possibility of meeting all criteria at this stage. Options GCEC2 and GCEC3 are assessed as having more uncertainty</p>											

Strategic Part 1 - Sustainability Appraisal: Preferred Options (June 2016)

Sustainability Objective	East Colchester			North Colchester		West of Colchester / Marks Tey				West of Braintree	
	GCE C1	GCE C2	GCE C3	GCN C1	GCN C2	GCW C1	GCW C2	GCW C3	GCW C4	GCW B1	GCW B2
<p>regarding delivery in the plan period, due to increasing levels of fragmented land ownership associated with larger indicative scales of development; however the principle of these options being able to meet the aspirations of the sustainability objective and related Garden City Principles is not in question.</p> <p>Option GCNC1 will have a reasonable prospect of partially meeting the aspiration of the sustainability objective and relevant Garden City Principles. The AECOM Report states that all land in this Option was put forward for development through the Call-for-Sites process, with the majority actively being promoted by a single developer with an option agreement with the landowners to develop. With both road access and utility infrastructure solutions in principle available, it should be possible to commence development within the next 6-10 years. However, the extent of development, especially beyond the plan period, will be dependent on the provision of significant new infrastructure, not least ensuring adequate bridge crossings of the A12 and the future of the Solar Farm which has planning permission for 20 years (extending beyond the plan period). The additional land put forward under option GCNC2 was not included in the Colchester Borough Council Local Plan call-for-sites process, but it is understood that the majority is potentially capable of being brought forward and developed by the same promoter as the land under Option GCNC1. This however would not be all the land under GCNC2, and additional land searches etc. would be required to bring forward GCNC2 in its entirety. There would however be less potential for negative deliverability connotations surrounding the future of the Solar Farm under this option, associated with the larger scale and extent of land.</p> <p>Regarding option GCWC1, the AECOM Report highlights that with the exception of the triangular shaped land located to the north of the A120 and west of Great Tey Road, all land under this option was included within the local plan call-for-sites process and is actively being promoted for development by two main parties. One of these parties is also understood to be able to bring forward the triangular land north of the A120 and west of Great Tey Road if this was identified for the Garden Community. It is believed that development could be commenced within the next 6-10 years, and make use of existing infrastructure to allow development to commence. The AECOM Report adds that despite this, the extent of development will be heavily constrained (no more than 500-900 homes) without significant investment in the strategic road network (A120/A12). The deliverability of this site is therefore directly linked to investment decisions and the development programme of Highways England. Although the potential exists for option GCWC1 to fully meet the aspirations of the sustainability objective, a 'reasonable prospect' has been highlighted for the purposes of comparison between sites. The same conclusions can be drawn for options GCWC2 and GCWC3, although all land under these options was included within the local plan call-for-sites process. Option GCWC4 will also have similar impacts, with all land included within the Local Plan call-for-sites process with the exception of that located to the north of the A120 and west of Great Tey Road. The constraints are also similar, however with the inclusion of possible train station relocation more centrally to the site and the subsequent addition of considerations to the investment decisions of Network Rail.</p> <p>Options GCWB1 and GCWB2 have been highlighted in the AECOM Report as having two-fold considerations that could affect delivery. These are the considerations regarding the mineral quarry, which are not considered insurmountable, and constraints regarding the needs to invest in utility infrastructure; which consistent with the site's rural location is currently very limited in terms of physical networks and capacity. Option GCWB2 has additionally been highlighted as potentially allowing more flexibility regarding options for providing access</p>											

Strategic Part 1 - Sustainability Appraisal: Preferred Options (June 2016)

Sustainability Objective	East Colchester			North Colchester		West of Colchester / Marks Tey				West of Braintree	
	GCE C1	GCE C2	GCE C3	GCN C1	GCN C2	GCW C1	GCW C2	GCW C3	GCW C4	GCW B1	GCW B2
from the A120/B1256 into the Garden Community, and commencing development of the new settlement relative to the operation and impact of the proposed quarry.											

### 6.8.8 Temporal Effects of the Garden Community Options

It can be considered that, in response to the exploration of Garden Communities to meet residual unmet housing needs within the HMA in the latter stages of the three authorities' Local Plan periods, there are no temporal effects that can be identified at this stage.

### 6.8.9 Secondary Effects of the Garden Community Options

The negative impacts highlighted for options GCNC1 and GCNC2 in relation to those sustainability objectives associated with physical limitations (SO1) and amenity (SO3) are largely secondary or indirect impacts. These have been highlighted due to the wider impact of the Solar Farm on other sustainability objectives and the ability of the options to thus adhere to other Garden City Principles associated with a reduction in land available for development. Should the Solar Farm be removed from the site once the Solar Farm's planning permission has expired, aspirations of sustainability regarding renewable energy generation can be considered to be affected negatively.

### 6.8.10 Cumulative Effects of Garden Community Option Permutations

Garden Community Option	Sustainability Objectives (SO)									
	1	2	3	4	5	6	7	8	9	10
GCEC1	+/?	+/?	++	+	++	++	++	++	++	++
GCEC2	+/?	+/?	++	+	++	++	++	++	++	+
GCEC3	+/?	+/?	+	+/?	++	++	++	++	++	+
GCNC1	-	-	-	+/?	+	++	++	++	++	+/?
GCNC2	-	-	-	+/?	+	++	++	++	++	+/?
GCWC1	+/?	+/?	+/?	+	+	++	++	++	++	+/?
GCWC2	+/?	+/?	+/?	+	+	++	++	++	++	+/?
GCWC3	+/?	+	+/?	+	+	++	++	++	++	+/?
GCWC4	+/?	-	++	+/?	+/?	++	++	++	++	+/?
GCWB1	+	+/?	++	+/?	+/?	++	++	++	++	+
GCWB2	+	+/?	+	+/?	+/?	++	++	++	++	+

It can be assumed that cumulative impacts could be realised on a small number of the Garden Community options through their geographic dispersal and scale. For instance, options that are grouped around the Colchester town area could give rise to cumulative negative impacts on accessibility, particularly a scenario where the larger East Colchester option (GCEC3) is

progressed alongside either, but especially the larger, North Colchester option (GCNC2). These impacts can be expected to occur on the A12 and A120, particularly through disruption whilst any required upgrades to the strategic road network in north and east Colchester are being undertaken. There are also likely to be air quality impacts resulting from the selection of these options associated with the A12 and A120. It can also be expected that the selection of these two options would have negative impacts on landscapes and soil quality associated with the concentration of strategic development in north east Colchester.

Regarding other options, it can be said that the geographic dispersal is such that no two other options would give rise to significant cumulative impacts that can not be mitigated at the strategic level, other than those associated with population increases more generally and in particular any resultant significant effects indicated as likely in a forthcoming Habitats Regulations Assessment or Appropriate Assessment.

Although all impacts on the delivery of housing, employment and mixed-use development can be seen as significantly positive through the assessment of individual options, the cumulative impacts of focusing all required Garden Communities in the area of Colchester town (i.e. East Colchester, West Colchester and North Colchester options) can conversely be seen as negative across the HMA; there is a desire and requirement for strategic growth to supplement the growth requirements of the three authorities' Local Plans in order to address existing housing needs across the whole area and on a district level commensurate to the requirements of LPAs iterated in the NPPF.

#### **6.8.11 Proposed Mitigation Measures / Recommendations of the Garden Community Options**

At this stage of the plan-making process it can be considered that there is not sufficient information available for any of the options to make detailed recommendations or suggest mitigation measures for individual options. A general comment could be made however regarding the coverage or compatibility of the options against the sustainability objectives. As can be seen, the options will have to be carefully developed, through effective masterplanning, in order to positively adhere to issues surrounding physical limitations, in particular access arrangements to sites including strategies regarding permeability and interconnectivity within the new settlements.

In addition, it can be seen that the majority of the Garden Community options will have considerations regarding a number of impacts associated with agricultural land, landscape, sites of nature conservation and the historic environment / heritage assets. It should again be acknowledged that such issues are not insurmountable at the scales of development proposed in the options and that effective masterplanning can even seek to enhance conditions. This is also true for issues surrounding existing residential amenity and coalescence, and the masterplanning process will have to seek to eradicate any negative impacts in this regard.

## **6.9 Policy SP7 – Development and Delivery of New Garden Communities in Essex**

### **6.9.1 Context / Justification**

A key element of the spatial strategy for North Essex is the development of three new large-scale garden communities, the locations of which, could straddle council administrative boundaries. Garden communities were amongst a range of options which were considered by the local authorities to meet their needs, but due to the scale of development being proposed across North Essex and the infrastructure constraints which exist in many of the existing main settlements, this was considered the most deliverable and sustainable option, providing a major long-term supply of new homes.

These new communities will accommodate a substantial amount of the housing and employment growth planned for North Essex within the plan period and beyond in a sustainable way that meets the strategic objectives.

The North Essex Garden Communities will be holistically planned new settlements that respond directly to their regional, local and individual site context and opportunities to create developments underpinned by a series of interrelated principles which are based on the Town and Country Planning Association (TCPA) Garden City Principles, adapted for the specific North Essex context.

A number of sites of sufficient scale to accommodate a garden community were identified through the Call for Sites, the Strategic Housing Land Availability Assessment (SHLAA) and wider evidence gathering processes by each of the local authorities. These were evaluated using agreed sustainability criteria and have been subject to further assessment through this SA

As these three proposed garden communities could be cross-boundary, continued close joint working between the authorities involved will be required to secure their successful delivery. Each of the authorities is committed to ensuring that the new communities proposed are as sustainable and high quality as possible and that the infrastructure needed to support them is delivered at the right time. This will require the local authorities to work very closely with the landowners within the proposed garden community locations to develop and put in place a robust delivery mechanism that will ensure a fair and equitable distribution of the costs and land requirements needed to secure the ambitions for these garden communities and create a long term legacy appropriate to the scale of this ambition. The Garden City principles developed by the Town and Country Planning Association have provided a good starting point in creating a framework for this approach. Whilst Uttlesford are in a separate housing market area and are therefore not part of this Strategic part of the Local Plans, there will continue to be ongoing discussions regarding the area of search in this location. The Uttlesford Issues and Options Plan published in October 2015 included an area of search to the west of Braintree. It should also be noted that the Uttlesford Local Plan SA has adopted a compatible and aligned assessment framework in accordance with the methodology used in this SA.

The policy is as follows:

## **POLICY SP7 – DEVELOPMENT AND DELIVERY OF NEW GARDEN COMMUNITIES IN ESSEX**

The following three new garden communities are proposed in North Essex.

- East of Colchester, on the border of Colchester BC and Tendring DC, a new garden community will deliver up to 2,500 homes within the Plan period (as part of an overall total of between 7,000-9,000 homes)
- West of Colchester, on the border of Colchester BC and Braintree DC, a new garden community will deliver up to 2,500 within the Plan period (as part of an overall total of between 15,000 – 20,000 homes)
- West of Braintree in Braintree DC and potentially on the border with Uttlesford DC, a new garden community will deliver up to 2,500 homes within the Plan period (as part of an overall total of between 10,000-13,000 homes)

Each of these will be an holistically and comprehensively planned new community with a distinct identity that responds directly to its context and is of sufficient scale to incorporate a range of homes, employment, green space and other uses to enable residents to meet the majority of their day-to-day needs, reducing the need for outward commuting. Delivery of each new community will be underpinned by a comprehensive package of infrastructure. Unallocated proposals in the borough and districts will not be permitted if it would prejudice the development of these garden communities, regardless of the eventual capacity and phasing of the developments or the status of the 5 year supply in each local authority.

The design, development and delivery of each new garden community will conform with the following principles.

- i. Community and stakeholder empowerment in the design and delivery of each garden community from the outset and a long-term community engagement and activation strategy
- ii. The public sector working pro-actively and collaboratively with the private sector to design, and bring forward these garden communities, deploying new models of delivery, sharing risk and reward and ensuring that the cost of achieving the following is borne by those promoting the developments: (i) securing a high-quality of place-making, (ii) ensuring the timely delivery of both on-site and off-site infrastructure required to address the impact of these new communities, and (iii) providing a mechanism for future stewardship, management, maintenance and renewal of community infrastructure and assets
- iii. Promotion and execution of the highest quality of planning, design and management of the built and public realm so that the Garden Communities are characterised as distinctive places that capitalise on local assets and establish environments that promote health, happiness and well-being. This will involve having detailed masterplans and design guidance in place to inform and guide development proposals and planning applications. Planning applications for the garden communities will be expected to be consistent with approved masterplans and design guidance
- iv. Sequencing of development and infrastructure provision (both on-site and off-site) to ensure that the latter is provided in tandem with or ahead of the development it supports to address the impacts of the new garden communities and meet the

- needs of residents.
- v. Development that provides for a truly balanced and inclusive community and meets the housing needs of local people including a mix of dwelling sizes, tenures and types including provision for self- and custom-built homes to meet the requirements of those most in need including an appropriate level of affordable housing
  - vi. Provide opportunities for employment within each new community and within sustainable commuting distance of it
  - vii. Plan the new communities around a step change in integrated and sustainable transport systems for the North Essex area that put walking, cycling and rapid public transit systems at the heart of growth in the area, encouraging and incentivising more sustainable active travel patterns
  - viii. Structure the new communities to create sociable, vibrant and walkable neighbourhoods with equality of access for all to a range of community services and facilities including health, education, shopping, culture, community meeting spaces, multi-functional open space, sports and leisure facilities
  - ix. Specific garden community parking approach and standards will be developed that help promote the use of sustainable transport and make efficient use of land.
  - x. Create distinctive environments which relate to the surrounding environment and that celebrate natural environments and systems, utilise a multi-functional green-grid to create significant networks of new green infrastructure including new country parks at each garden community, provide a high degree of connectivity to existing corridors and networks and enhance biodiversity
  - xi. Secure a smart and sustainable approach that fosters climate resilience and a 21st century environment in the design and construction of each garden community to secure net gains in local biodiversity, highest standards of innovation in technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste and mineral management
  - xii. Put in place appropriate and sustainable long-term governance and stewardship arrangements for the new communities as well as long-term community engagement

**Table 16: Impact on Sustainability Objectives: Policy SP7**

Temporal Impacts	Sustainability Objectives (SO)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Short	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Medium	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Long	++	++	++	++	++	++	++	++	+/?	+	++	+	+	+	0

### **6.9.2 Significant and Temporal Effects**

It should be noted that impacts are only relevant in the long term, associated with Garden Communities coming forward in the latter stages of the Plan period. There will however be significant long term positive impacts associated with the majority of the Sustainability Objectives through the policy requirements and principles.

Areas that do not have significant impacts include renewable energy generation (SO10) and surface water flooding (SO12) where reference is not directly explicit in the policy. In addition, minor impacts will be expected for sustainability objectives related to air quality and landscapes, although it should be acknowledged that significantly positive impacts are not possible associated with new Greenfield development. There will also be no impacts on soil and mineral deposits through the general principles of the Garden Communities.

There will be an uncertain impact on the historic environment and heritage assets through the policy principles and guidelines. There is scope for the policy to include such detail in order to ensure enhancement of heritage assets or proposals to enhance the enjoyment of the historic environment in the Garden Community areas. Heritage assets exist across all of the Garden Community areas; additionally the sites could potentially contain archaeological remains that would need to be excavated. In consideration of this, the policy could include a principle that Masterplans seek ways to achieve quality and active management of heritage assets and the historic environment as part of a positive strategy for their conservation and enjoyment.

### **6.9.3 Secondary Effects**

The emergence of Garden Communities within the three authorities' area can be expected to have further significant secondary effects on the wider area, associated with the necessary infrastructure provision required of development at that scale. Garden Communities, in line with and in conformity to the general principles set out in the Policy, ensure that the sustainability effects resulting from strategic level growth are maximised for the benefit of new and existing communities.

### **6.9.4 Alternatives Considered**

The requirements are specific to the content of the Common Strategic Part 1 for Local Plans and no other alternatives can be considered reasonable. It can be considered that alternatives could only regard different permutations of alternatives explored, in particular those Spatial Strategies and Garden Communities explored within this SA and considered in the plan-making process: the permutations of which are too numerable to be considered in any detail.

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

Heritage assets exist across all of the Garden Community areas; additionally the sites could potentially contain archaeological remains that would need to be excavated. In consideration of this, the policy could include a principle that Masterplans seek ways to achieve quality and active management of heritage assets and the historic environment as part of a positive strategy for their conservation and enjoyment.

## **6.10 Policy SP8 – East Colchester / West Tendring New Garden Community**

### **6.10.1 Context / Justification**

The preferred scale and range of land uses for the East Colchester / West Tendring new Garden Community are set out in the following policy in addition to specific principles and requirements that have been identified as needing incorporation into a forthcoming Masterplan.

The SA of this Policy serves to explore whether the range of requirements are suitable to address sustainability concerns and aspirations in line with the Sustainability Objectives and Garden City Principles.

The policy is as follows:

#### **POLICY SP8 – EAST COLCHESTER / WEST TENDRING NEW GARDEN COMMUNITY**

The broad area of search shown on the adopted policies map, is identified as a strategic area for development of a new garden community of which the details and final number of homes will be set out in a Masterplan Framework to be prepared jointly between Colchester BC and Tendring DC and which will incorporate the following;

- i. Housing for around 2,500 dwellings within the Plan period (as part of an overall total of between 7,000-9,000 homes)
- ii. Land for employment generating development
- iii. Neighbourhood centres incorporating provision for convenience shopping, community, health and cultural provision
- iv. Primary schools, a secondary school and other community facilities as appropriate
- v. A high proportion of the garden community will comprise green infrastructure including a new country park around Salary Brook

The Masterplan Framework will set out the nature, form and boundary of the new community. The masterplan will be produced in partnership with the development interests and will provide a layout showing the disposition and quantity of future land-uses, and give a three dimensional indication of the urban design parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the provision of the necessary social and physical infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured. The masterplan will incorporate mechanisms for regular review and updating over the course of the implementation of this garden community.

The Masterplan Framework will address the following principles and requirements in the design, development and delivery of the new garden community:

#### **A. Place-making and design quality**

1. The development of a new garden community to high standards of design and layout drawing on its context and the considerable assets within its boundaries such as woodland, streams and changes in topography, as well as the

opportunities afforded by the proximity of the University of Essex campus to create a new garden village that is innovative, contemporary and technologically enabled, set within a strong green framework with new neighbourhood centres at its heart. It will be designed and developed to have its own identity as a garden village and be as self-sustaining as possible recognising its location close to the edge of Colchester. It will secure appropriate integration with Colchester and the nearby University of Essex campus by the provision of suitable walking and cycling links and rapid public transport facilities to enable residents of the new community to have convenient access to town centre services and facilities in Colchester as well as Elmstead Market. A separation will be maintained between the new garden community and the nearby villages of Elmstead Market and Wivenhoe.

2. Detailed masterplans and design guidance will be put in place to inform and guide development proposals and planning applications. Planning applications for this garden community will be expected to be consistent with approved masterplans and design guidance.

#### B. Housing

3. A mix of housing types and tenures including self- and custom-build will be provided on the site, including a minimum of 30% affordable housing. The affordable housing will be phased through the development;
4. New residential development will seek to achieve an average net density of at least 30 dwellings to the hectare. Higher densities will be located close to the neighbourhood centres and along the strategic public transport corridors;

#### C. Employment

5. Provision for B1 and/or non B class employment generating uses towards the south of the site in proximity to the existing University of Essex and Knowledge Gateway, to provide for a wide range of local employment opportunities where appropriate;
6. Provision for B1, B2 and B8 businesses to the north of the site close to the A120;

#### D. Transportation

7. A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and maximise the opportunities for sustainable travel including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access and to access the adjoining area; development of a public rapid transit system; and effective measures to mitigate the transport impacts of the proposed development on the strategic and local road network. Longer term transport interventions will need to be carefully designed to minimise the impacts on the strategic road network and fully mitigate any environmental or traffic impacts.
8. Foot and cycle ways shall be provided throughout the development linking the site to the University of Essex, Hythe station and Colchester Town Centre;
9. Primary vehicular access to the site will be provided off the A120 and A133.
10. Improvements to the local road infrastructure will be necessary to mitigate adverse traffic impacts and serve the new development. These shall include bus

(or other public transit provisions) priority measures between the site, University of Essex, Hythe station and Colchester Town Centre;

11. Other specific infrastructure requirements identified as work on the area of search progresses.

#### E. Community Infrastructure

12. Neighbourhood centres of an appropriate scale will be provided to serve the proposed development. The centres will be located where they will be easily accessible by walking, cycling and public transit to the majority of residents in the garden community.
13. A health facility and community meeting places will be provided within the local centres.
14. A secondary school, primary schools and early-years facilities will be provided to serve the new development;
15. A network of green infrastructure will be provided within the garden community including a community park facility, allotments, a new country park of a minimum of 70 hectares in size provided along the Salary Brook corridor and incorporating Churn Wood, the provision of sports areas with associated facilities and play facilities;
16. Provision of or contribution to indoor leisure facilities

#### F. Other Requirements

17. Provision of improvements to waste water treatment including an upgrade to the Colchester Waste Water Treatment Plant and off-site drainage improvements;
18. Provision, management and on-going maintenance of sustainable surface water drainage measures to control the risk of flooding on site and which will reduce the risk of flooding to areas downstream or upstream of the development;
19. Landscape buffers between the site and existing development in Colchester, Wivenhoe and Elmstead Market;
20. Protection and/or enhancement of heritage and biodiversity assets within and surrounding the site;
21. Provision of appropriate buffers along strategic road and rail infrastructure to protect new development
22. Provision of appropriate design and infrastructure that incorporates the highest standards of innovation in technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste / recycling management facilities.
23. Measures to assist the development of a new community including provision of community development workers
24. Appropriate and sustainable long term governance and stewardship arrangements for the new garden community including provision for management and maintenance of the public realm and community assets.

Please note that the following appraisal explores the principles of the policy against the Garden

City principles in terms of compatibility. In addition, the appraisal of the this option explored as part of Policy SP6 has also been considered in order to determine whether the principles are appropriate in light of that initial appraisal and any sustainability issues identified. It should be noted however that some constraint-based criteria need not be the focus of the principles of the development in the absence of any identified issues and in addition general themes are ensured through the content of Policy SP7. In those instances, 'N/A' has been highlighted.

**Table 17: Impact on Sustainability Objectives: Policy SP8**

Objective	Corresponding Garden City Principle(s) and any additional considerations	Impact
1. Physical Limitations	- Absence of insurmountable problems (ground conditions, flood risk, hazardous risks, pollution, contamination and air quality)	N/A
	- Incorporation of SUDS.	++
2. Impacts	- Reflect a fusion of the best of the past while embracing new materials and the needs of modern living	N/A
	- Acceptable impacts only on sites of nature conservation interest.	++
	- A surrounding belt of countryside to prevent sprawl, well connected and biodiversity rich public parks, and a mix of public and private networks of well-managed, high-quality gardens, tree-lined streets and open spaces.	++
	- Acceptable impacts only on high quality agricultural land, important landscape features.	+
3. Environment / Amenity	- Acceptable relationship only with and impact on occupiers of existing properties and neighbouring areas / towns (maintaining adequate separation)	++
4. Transport	- New Garden Cities should be located only where there are existing rapid public transport links to major cities, or where real plans are already in place for its provision.	++
	- Walking, cycling and public transport should be the most attractive and prioritised forms of transport in the garden city.	++
	- Ensure a comprehensive and safe network of footpaths and cycleways throughout the development, and public transport nodes within a short walking distance of all homes.	++
	- Where car travel is necessary, consideration should be made of shared transport approaches such as car clubs.	N/A
5. Resilience	- Positive contribution towards town centres.	++
	- Positive contribution towards identified regeneration priority areas and institutions	++

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Objective	Corresponding Garden City Principle(s) and any additional considerations	Impact
6. Housing	- Garden Cities (should be) part of a wider strategic approach to meeting the nation's housing needs.	++
	- An appropriate number homes in a new Garden City must be 'affordable' for ordinary people.	++
	- Provide mixed-tenure homes and housing types that are genuinely affordable for everyone	++
	- An appropriate percentage of the homes that are classified as 'affordable' must be for social rent.	+/?
	- Consider life-time homes and the needs of particular social groups, such as the elderly.	+
	- A range of housing types including self-build / custom build and gypsy and traveller pitches	+
	- Aspire to the very best domestic and commercial architecture with sensitivity to local vernacular design and materials.	N/A
	- New Garden Cities should include opportunities for people to build their own home (either alone or collectively), and set aside land for future community needs.	++
7. Employment Opportunities	- New Garden Cities must provide a full range of employment opportunities, with the aim of no less than one job per new household.	++
	- There should be a robust range of employment opportunities in the Garden City itself, with a variety of jobs within easy commuting distance of homes.	++
8. Mixed-use Opportunities	- Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods	++
9. Environmental Quality & Sustainability	- Create shared spaces for social interaction and space for both formal and informal artistic activities, as well as sport and leisure activities.	++
	- Strong emphasis should be placed on homes with gardens and on space for both allotments and community gardens and orchards to provide for healthy local food.	++
	- Garden Cities are places of cultural diversity and vibrancy with design contributing to sociable neighbourhoods. This means, for example, shaping design with the needs of children's play, teenage interests and the aspirations of elderly in mind.	++

Objective	Corresponding Garden City Principle(s) and any additional considerations	Impact
	- Net gain to biodiversity is secured through master plans which link generous private and community gardens with wider public green and blue space and ultimately with strategic networks of green infrastructure and habitat creation.	++
	- Garden Cities must demonstrate the highest standards of technological innovation in zero carbon and energy positive technology to reduce the impact of climate emissions.	+
	- In building standards, a requirement for innovation beyond zero carbon and in the use of materials and construction techniques.	++
10. Developability / Deliverability	- Capture rising land values created by the development of the town can repay infrastructure costs	++
	- Be commercially attractive with strong market conditions and value potential	++
	- Availability of land being put forward for development with active landowner/developer interest	++
	- Scope for delivery structures through active and positive public and private sector engagement	++

### 6.10.2 Significant and Temporal Effects

There will be significant positive impacts associated with the majority of the Garden City principles, in consideration of the policy and the appraisal of relevant options within the assessment of Policy SP6. It should be noted that impacts are only relevant in the long term, associated with Garden Communities coming forward in the latter stages of the Plan period. This includes the impact on the regeneration areas within Colchester town centre and to the east of the town, due largely to the Policy content; in particular those related to sustainable transport, in conjunction with the general location of the option.

An example where the policy will not ensure significant positive impacts against the Garden City Principles however relates to the aspiration that an appropriate percentage of homes that are classified as 'affordable' be for social rent. In addition, the policy is not explicit in a need to consider life-time homes, however does include requirements for a mix of housing types and tenures. A minor positive impact has also been highlighted due to there being no requirement for Gypsy and Traveller provision; however it should be acknowledged that provision would only be required to meet local needs.

Another area where the Policy is only highlighted as having a minor positive impact is regarding zero carbon and energy positive technology. It is considered that such a principle would require further discussion with relevant service providers and is not a principle that can be established at this early stage in the plan-making process. It is also considered that should the Garden Community not include renewable energy technologies, the benefits of the development would outweigh adherence to this aspiration. There will also only be minor positive impacts on agricultural land and landscapes due to the loss of agricultural land associated with greenfield development.

The commercial viability of the options can be broadly said to be progressively more positive from east to west associated with property values. Despite this, for the purposes of this appraisal, all options have been deemed as commercially attractive in line with their inclusion as reasonable options that are viable, deliverable and achievable.

### **6.10.3 Secondary Effects**

The emergence of this Garden Community can be expected to have further significant secondary effects on the wider area, associated with the necessary infrastructure provision required of development at that scale. The Garden Community, in line with and in conformity to the general principles set out in the Policy and Policy SP7, ensure that the sustainability effects resulting from strategic level growth are maximised for the benefit of new and existing communities.

### **6.10.4 Alternatives Considered**

The principles and requirements of this Policy are specific to the Garden Community to which this policy relates, ensuring that aspirations surrounding sustainable development will be met from any successful proposal. In so far as the Policy ensures sustainable development, it accords directly to the presumption in favour of sustainable development of Policy SP1 and more critically, the NPPF. As such no other alternatives can be considered reasonable.

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

No mitigation measures or recommendations are proposed at this stage.

## **6.11 Policy SP9 – West of Colchester/East of Braintree New Garden Community**

### **6.11.1 Context / Justification**

The preferred scale and range of land uses for the West of Colchester/East of Braintree New Garden Community are set out in the following policy in addition to specific principles and requirements that have been identified as needing incorporation into a forthcoming Masterplan.

The SA of this Policy serves to explore whether the range of requirements are suitable to address sustainability concerns and aspirations in line with the Sustainability Objectives and Garden City Principles.

The policy is as follows:

#### **POLICY SP9 – WEST OF COLCHESTER / EAST OF BRAINTREE NEW GARDEN COMMUNITY**

The broad area of search shown on the adopted policies map, is identified as a strategic area for development of a new garden community of which the details and final number of homes will be set out in a Masterplan Framework to be prepared jointly between Colchester BC and Braintree DC and which will incorporate the following;

- i. Housing for around 2,500 dwellings within the Plan period (as part of an overall total of between 15,000 to 20,000 homes)
- ii. Provision for Gypsy and Traveller and Travelling showpeople,
- iii. Land for B1 and/or employment generating development
- iv. A district centre and neighbourhood centres incorporating provision for convenience shopping, community, health and cultural provision
- v. Primary schools, a secondary school and other community facilities as appropriate
- vi. A high proportion of the garden community will comprise green infrastructure including a new country park

The Masterplan Framework will set out the nature, form and boundary of the new community. The masterplan will be produced in partnership with the development interests and will provide a layout showing the disposition and quantity of future land-uses, and give a three dimensional indication of the urban design parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the provision of the necessary social and physical infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured. The masterplan will incorporate mechanisms for regular review and updating over the course of the implementation of this garden community.

#### **A. Place-making and design quality**

1. The development of a new garden community to high standards of design and layout drawing on its context and the assets within its boundaries including streams, land drains and ditches, mature hedgerows and field boundaries, woodland and historic buildings. A mixed use district centre will provide a vibrant heart to this new community supplemented by neighbourhood centres to form foci

for new neighbourhoods. The design of the community will also address the challenges offered by other features in particular the severance created by the A12 and A120 and maximise the opportunities afforded through integration with the existing community of Marks Tey, and the presence of the railway station, all underpinned by a strong green-grid of connected green space that provides great recreational opportunities for residents and connection to the wider countryside. The garden community will be designed and developed to have its own identity and be as self-sustaining as possible. A separation will be maintained between the new garden community and the nearby settlements of Coggeshall, Stanway and Feering.

2. Detailed masterplans and design guidance will be put in place to inform and guide development proposals and planning applications. Planning applications for this garden community will be expected to be consistent with approved masterplans and design guidance.

#### B. Housing

3. A mix of housing types and tenures including self- and custom-build will be provided on the site, including a minimum of 30% affordable housing. The affordable housing will be phased through the development;
4. New residential development will seek to achieve an average net density of at least 30 dwellings to the hectare. Higher densities will be located close to the district and neighbourhood centres, the rail station and along the strategic public transport corridors;

#### C. Employment

5. Provision for B1 and/or non B class employment generating uses around the rail station as part of mixed use urban development to provide for a wide range of local employment opportunities where appropriate;

#### D. Transportation

6. A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and maximise the opportunities for sustainable travel including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access the adjoining area; development of a rapid transit system connecting this new garden community to the wider Colchester context; development of opportunities to improve accessibility to Marks Tey rail station; and effective measures to mitigate the transport impacts of the proposed development on the strategic and local road network. Longer term transport interventions will need to be carefully designed to minimise the impacts on the strategic road network and fully mitigate any environmental or traffic impacts.
7. Primary vehicular access to the site will be provided via a reconfigured A120.
8. Improvements to the local road infrastructure will be necessary to mitigate adverse traffic impacts and serve the new development. These shall include bus priority measures between the site, Colchester and Braintree town centres, employment areas and rail stations;

9. Foot and cycle ways shall be provided throughout the development and linking the site to the wider network
10. Marks Tey rail station is an important asset located in the northern eastern section of the new garden community. Opportunities will be explored to establish how it can be made more accessible to residents of the new community including relocation of the station to a more central location and improvement of walking, cycling and public transport links to the station.
11. Other detailed infrastructure requirements may be added as work on the site progresses.

#### E. Community Infrastructure

12. A new district centre and neighbourhood centres of an appropriate scale will be provided to serve the proposed development. The centres will be located where they will be easily accessible by walking, cycling and public transit to the majority of residents in the garden community including residents of the existing Marks Tey village.
13. A health facility and community meeting places will be provided within the district and local centres.
14. At least one secondary school, primary schools and early-years facilities will be provided to serve the new development;
15. A network of green infrastructure will be provided within the garden community including a community park, allotments, a new country park, the provision of sports areas with associated facilities and play facilities;
16. Provision of or contribution to indoor leisure facilities

#### F. Other Requirements

17. Provision of improvements to waste water treatment including an upgrade to the Colchester Waste Water Treatment Plant and off-site drainage improvements;
18. Provision, management and on-going maintenance of sustainable surface water drainage measures to control the risk of flooding on site and which will reduce the risk of flooding to areas downstream or upstream of the development;
19. Landscape buffers between the site and Coggeshall, Feering, Stanway and Easthorpe;
20. Protection and/or enhancement of heritage and biodiversity assets within and surrounding the site including Marks Tey Hall, Easthorpe Hall Farm, Easthorpe Hall and the habitats along and adjoining the Domsey Brook and Roman River corridors.
21. Provision of appropriate buffers along strategic road and rail infrastructure to protect new development
22. Provision of appropriate design and infrastructure that incorporates the highest standards of innovation in technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste / recycling management facilities.
23. Measures to assist the development of a new community including provision of

community development workers for a minimum of ten years from initial occupation of the first homes.

**24. Appropriate and sustainable long-term governance and stewardship arrangements for the new garden community including provision for long-term management and maintenance of the public realm and community assets.**

Please note that the following appraisal explores the principles of the policy against the Garden City principles in terms of compatibility. In addition, the appraisal of this option explored as part of Policy SP6 has also been considered in order to determine whether the principles are appropriate in light of that initial appraisal and any sustainability issues identified. It should be noted however that some constraint-based criteria need not be the focus of the principles of the development in the absence of any identified issues and in addition general themes are ensured through the content of Policy SP7. In those instances, 'N/A' has been highlighted.

**Table 18: Impact on Sustainability Objectives: Policy SP9**

Objective	Corresponding Garden City Principle(s) and any additional considerations	Impact
1. Physical Limitations	- Absence of insurmountable problems (ground conditions, flood risk, hazardous risks, pollution, contamination and air quality)	N/A
	- Incorporation of SUDS.	++
2. Impacts	- Reflect a fusion of the best of the past while embracing new materials and the needs of modern living	N/A
	- Acceptable impacts only on sites of nature conservation interest.	+
	- A surrounding belt of countryside to prevent sprawl, well connected and biodiversity rich public parks, and a mix of public and private networks of well-managed, high-quality gardens, tree-lined streets and open spaces.	++
	- Acceptable impacts only on high quality agricultural land, important landscape features.	+
3. Environment / Amenity	- Acceptable relationship only with and impact on occupiers of existing properties and neighbouring areas / towns (maintaining adequate separation)	++
4. Transport	- New Garden Cities should be located only where there are existing rapid public transport links to major cities, or where real plans are already in place for its provision.	++
	- Walking, cycling and public transport should be the most attractive and prioritised forms of transport in the garden city.	++

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Objective	Corresponding Garden City Principle(s) and any additional considerations	Impact
	- Ensure a comprehensive and safe network of footpaths and cycleways throughout the development, and public transport nodes within a short walking distance of all homes.	++
	- Where car travel is necessary, consideration should be made of shared transport approaches such as car clubs.	N/A
5. Resilience	- Positive contribution towards town centres.	++
	- Positive contribution towards identified regeneration priority areas and institutions	+
6. Housing	- Garden Cities (should be) part of a wider strategic approach to meeting the nation's housing needs.	++
	- An appropriate number homes in a new Garden City must be 'affordable' for ordinary people.	++
	- Provide mixed-tenure homes and housing types that are genuinely affordable for everyone	++
	- An appropriate percentage of the homes that are classified as 'affordable' must be for social rent.	+/?
	- Consider life-time homes and the needs of particular social groups, such as the elderly.	+
	- A range of housing types including self-build / custom build and gypsy and traveller pitches	++
	- Aspire to the very best domestic and commercial architecture with sensitivity to local vernacular design and materials.	N/A
	- New Garden Cities should include opportunities for people to build their own home (either alone or collectively), and set aside land for future community needs.	++
7. Employment Opportunities	- New Garden Cities must provide a full range of employment opportunities, with the aim of no less than one job per new household.	++
	- There should be a robust range of employment opportunities in the Garden City itself, with a variety of jobs within easy commuting distance of homes.	++
8. Mixed-use Opportunities	- Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods	++
9. Environmental Quality &	- Create shared spaces for social interaction and space for both formal and informal artistic activities, as well as sport and leisure activities.	++

Objective	Corresponding Garden City Principle(s) and any additional considerations	Impact
Sustainability	- Strong emphasis should be placed on homes with gardens and on space for both allotments and community gardens and orchards to provide for healthy local food.	++
	- Garden Cities are places of cultural diversity and vibrancy with design contributing to sociable neighbourhoods. This means, for example, shaping design with the needs of children's play, teenage interests and the aspirations of elderly in mind.	++
	- Net gain to biodiversity is secured through master plans which link generous private and community gardens with wider public green and blue space and ultimately with strategic networks of green infrastructure and habitat creation.	++
	- Garden Cities must demonstrate the highest standards of technological innovation in zero carbon and energy positive technology to reduce the impact of climate emissions.	+
	- In building standards, a requirement for innovation beyond zero carbon and in the use of materials and construction techniques.	++
10. Developability / Deliverability	- Capture rising land values created by the development of the town can repay infrastructure costs	++
	- Be commercially attractive with strong market conditions and value potential	++
	- Availability of land being put forward for development with active landowner/developer interest	++
	- Scope for delivery structures through active and positive public and private sector engagement	++

### 6.11.2 Significant and Temporal Effects

There will be significant positive impacts associated with the majority of the Garden City principles, in consideration of the policy and the appraisal of relevant options within the assessment of Policy SP6. It should be noted that impacts are only relevant in the long term, associated with Garden Communities coming forward in the latter stages of the Plan period.

Despite requirements ensuring the protection and/or enhancement of biodiversity assets within and surrounding the site including the Domsey Brook and Roman River corridors, there will be only minor impacts associated with impacts on sites of nature conservation interest; this is due to no specific mention of Marks Tey Brickpit SSSI. Any site option explored in Policy SP6 would have some degree of impact on this designation, as indicated by being in the SSSI's Impact Risk Zone (IRZ) which requires consultation with Natural England.

An example where the policy will not ensure significant positive impacts against the Garden City Principles however relates to the aspiration that an appropriate percentage of homes that are classified as 'affordable' be for social rent. In addition, the policy is not explicit in a need to consider

life-time homes, however does include requirements for a mix of housing types and tenures.

Another area where the Policy is only highlighted as having a minor positive impact is regarding zero carbon and energy positive technology. It is considered that such a principle would require further discussion with relevant service providers and is not a principle that can be established at this early stage in the plan-making process. It is also considered that should the Garden Community not include renewable energy technologies, the benefits of the development would outweigh adherence to this aspiration. There will also only be minor positive impacts on agricultural land and landscapes due to the loss of agricultural land associated with greenfield development.

The commercial viability of the options can be broadly said to be progressively more positive from east to west associated with property values. Despite this, for the purposes of this appraisal, all options have been deemed as commercially attractive in line with their inclusion as reasonable options that are viable, deliverable and achievable.

### **6.11.3 Secondary Effects**

The emergence of this Garden Community can be expected to have further significant secondary effects on the wider area, associated with the necessary infrastructure provision required of development at that scale. The Garden Community, in line with and in conformity to the general principles set out in the Policy and Policy SP7, ensure that the sustainability effects resulting from strategic level growth are maximised for the benefit of new and existing communities.

### **6.11.4 Alternatives Considered**

The principles and requirements of this Policy are specific to the Garden Community to which this policy relates, ensuring that aspirations surrounding sustainable development will be met from any successful proposal. In so far as the Policy ensures sustainable development, it accords directly to the presumption in favour of sustainable development of Policy SP1 and more critically, the NPPF. As such no other alternatives can be considered reasonable.

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

Despite SP9 requirements ensuring the protection and/or enhancement of biodiversity assets within and surrounding the site including the Domsey Brook and Roman River corridors, there is no specific mention of Marks Tey Brickpit SSSI. Any site option explored in Policy SP6 would have some degree of impact on this designation, as indicated by being in the SSSI's Impact Risk Zone (IRZ) which requires consultation with Natural England and this should be factored into any Masteplan.

## 6.12 Policy SP10 – West of Braintree New Garden Community

### 6.12.1 Context / Justification

The preferred scale and range of land uses for the West of Braintree New Garden Community are set out in the following policy in addition to specific principles and requirements that have been identified as needing incorporation into a forthcoming Masterplan.

The SA of this Policy serves to explore whether the range of requirements are suitable to address sustainability concerns and aspirations in line with the Sustainability Objectives and Garden City Principles.

The policy is as follows:

#### **POLICY SP10 – WEST OF BRAINTREE NEW GARDEN COMMUNITY**

The broad area of search, as shown on the adopted policies map, is identified as a strategic area for development of a new garden community of which the details and final number of homes will be set out in a Masterplan Framework to be prepared jointly between Braintree DC and Uttlesford DC if applicable and which will incorporate the following;

- i. Housing for around 2,500 homes within the Plan period (as part of an overall total of between 10,000 – 13,000 homes)
- ii. Provision for Gypsy and Travellers and Travelling Showpeople
- iii. Appropriate provision of B1 and/or employment generating development,
- iv. Neighbourhood centres incorporating provision for convenience shopping, community, health and cultural provision,
- v. Primary schools, a secondary school and other community facilities as appropriate,
- vi. A high proportion of the garden community will comprise green infrastructure including a new country park to the east of site.

The Masterplan framework setting out the nature, form and boundary of the new community. The masterplan will be produced in partnership with the development interests and will provide a layout showing the disposition and quantity of future land-uses, and give a three dimensional indication of the urban design parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the provision of the necessary social and physical infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured. The masterplan will incorporate mechanisms for regular review and updating over the course of the implementation of this garden community.

#### **A. Place-making and design quality**

1. The new garden community will be developed to high standards of design and layout drawing on its context and the assets within its boundaries including Boxted Wood, Golden Grove, Rumley Wood, Pods Brook and the historic airfield. The gently sloping topography to the south of the site also affords opportunities

for long distance views. These key assets will provide a context to build a new green-grid upon to provide an attractive setting for the new community and linking to the wider countryside. The new community will also address the relationship with existing communities close to its boundaries including Great Saling, Stebbing Green and Stebbing. The garden community will be designed and developed to have its own identity and be as self-sustaining as possible. A separation will be maintained between the new garden community and the nearby village of Great Saling.

2. Detailed masterplans and design guidance will be put in place to inform and guide development proposals and planning applications. Planning applications for this garden community will be expected to be consistent with approved masterplans and design guidance.

#### B. Housing

3. A mix of housing types and tenures including self- and custom-build and starter homes will be provided on the site, including a minimum of 30% affordable housing. The affordable housing will be phased through the development;
4. New residential development will seek to achieve an average net density of at least 30 dwellings to the hectare. Higher densities will be located close to the neighbourhood centres and along the strategic public transport corridors;

#### C. Employment

5. Provision for B1, B2 and B8 businesses in the southern part of the community close to the A120 to provide for a wide range of local employment opportunities

#### D. Transportation

6. A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and maximise the opportunities for sustainable travel including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access the adjoining area; development of an effective public transport system; development of opportunities to improve accessibility to local rail station; and effective measures to mitigate the transport impacts of the proposed development on the strategic and local road network. Longer term transport interventions will need to be carefully designed to minimise the impacts on the strategic road network and fully mitigate any environmental or traffic impacts.
7. Primary vehicular access to the site will be provided via the A120 and B1256.
8. Improvements to the local road infrastructure will be necessary to mitigate adverse traffic impacts and serve the new development. These shall include bus priority measures between the site, Braintree town centre, rail station and employment areas including the 120 Skyline business park, Witham rail station and London Stansted Airport;
9. Foot and cycle ways shall be provided throughout the development, linking the site to Braintree town through the existing Flitch Way linear country park;
10. Other specific infrastructure requirements identified as work on the area of search progresses.

#### E. Community Infrastructure

11. Neighbourhood centres of an appropriate scale will be provided to serve the proposed new community. The centres will be located where they will be easily accessible by walking, cycling and public transit to the majority of residents in the garden community.
12. A health facility and community meeting places will be provided within the district and local centres.
13. A secondary school, primary schools and early-years facilities will be provided to serve the new development;
14. A network of green infrastructure will be provided within the garden community including a community park, allotments, a new country park provided at the east side of the community, the provision of sports areas with associated facilities and play facilities;
15. Provision of or contribution to indoor leisure facilities

**F. Other Requirements**

16. Provision of improvements to waste water treatment and off-site drainage improvements;
17. Provision, management and on-going maintenance of sustainable surface water drainage measures to control the risk of flooding on site and which will reduce the risk of flooding to areas downstream or upstream of the development;
18. Landscape buffers between the site and Great Saling, Stebbing, Stebbing Green and Rayne;
19. Protection and/or enhancement of heritage and biodiversity assets within and surrounding the site including Great Saling Hall conservation area and areas of deciduous woodland within and adjoining the site.
20. Provision of appropriate buffers along strategic road to protect new development
21. Provision of appropriate design and infrastructure that incorporates the highest standards of innovation in technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste / recycling management facilities.
22. Measures to assist the development of a new community including provision of community development workers for a minimum of eight years from initial occupation of the first homes.
23. Appropriate and sustainable long-term governance and stewardship arrangements for the new garden community including provision for long-term management and maintenance of the public realm and community assets.

Please note that the following appraisal explores the principles of the policy against the Garden City principles in terms of compatibility. In addition, the appraisal of the this option explored as part of Policy SP6 has also been considered in order to determine whether the principles are appropriate in light of that initial appraisal and any sustainability issues identified. It should be noted however that some constraint-based criteria need not be the focus of the principles of the development in the absence of any identified issues and in addition general themes are ensured through the content of Policy SP7. In those instances, 'N/A' has been highlighted.

**Table 19: Impact on Sustainability Objectives: Policy SP10**

Objective	Corresponding Garden City Principle(s) and any additional considerations	Impact
1. Physical Limitations	- Absence of insurmountable problems (ground conditions, flood risk, hazardous risks, pollution, contamination and air quality)	N/A
	- Incorporation of SUDS.	++
2. Impacts	- Reflect a fusion of the best of the past while embracing new materials and the needs of modern living	N/A
	- Acceptable impacts only on sites of nature conservation interest.	++
	- A surrounding belt of countryside to prevent sprawl, well connected and biodiversity rich public parks, and a mix of public and private networks of well-managed, high-quality gardens, tree-lined streets and open spaces.	++
	- Acceptable impacts only on high quality agricultural land, important landscape features.	+
3. Environment / Amenity	- Acceptable relationship only with and impact on occupiers of existing properties and neighbouring areas / towns (maintaining adequate separation)	++
4. Transport	- New Garden Cities should be located only where there are existing rapid public transport links to major cities, or where real plans are already in place for its provision.	++
	- Walking, cycling and public transport should be the most attractive and prioritised forms of transport in the garden city.	++
	- Ensure a comprehensive and safe network of footpaths and cycleways throughout the development, and public transport nodes within a short walking distance of all homes.	++
	- Where car travel is necessary, consideration should be made of shared transport approaches such as car clubs.	N/A
5. Resilience	- Positive contribution towards town centres.	++
	- Positive contribution towards identified regeneration priority areas and institutions	+
6. Housing	- Garden Cities (should be) part of a wider strategic approach to meeting the nation's housing needs.	++
	- An appropriate number homes in a new Garden City must be 'affordable' for ordinary people.	++

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Objective	Corresponding Garden City Principle(s) and any additional considerations	Impact
	- Provide mixed-tenure homes and housing types that are genuinely affordable for everyone	++
	- An appropriate percentage of the homes that are classified as 'affordable' must be for social rent.	+/?
	- Consider life-time homes and the needs of particular social groups, such as the elderly.	+
	- A range of housing types including self-build / custom build and gypsy and traveller pitches	++
	- Aspire to the very best domestic and commercial architecture with sensitivity to local vernacular design and materials.	N/A
	- New Garden Cities should include opportunities for people to build their own home (either alone or collectively), and set aside land for future community needs.	++
7. Employment Opportunities	- New Garden Cities must provide a full range of employment opportunities, with the aim of no less than one job per new household.	++
	- There should be a robust range of employment opportunities in the Garden City itself, with a variety of jobs within easy commuting distance of homes.	++
8. Mixed-use Opportunities	- Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods	++
9. Environmental Quality & Sustainability	- Create shared spaces for social interaction and space for both formal and informal artistic activities, as well as sport and leisure activities.	++
	- Strong emphasis should be placed on homes with gardens and on space for both allotments and community gardens and orchards to provide for healthy local food.	++
	- Garden Cities are places of cultural diversity and vibrancy with design contributing to sociable neighbourhoods. This means, for example, shaping design with the needs of children's play, teenage interests and the aspirations of elderly in mind.	++
	- Net gain to biodiversity is secured through master plans which link generous private and community gardens with wider public green and blue space and ultimately with strategic networks of green infrastructure and habitat creation.	++
	- Garden Cities must demonstrate the highest standards of technological innovation in zero carbon and energy positive technology to reduce the impact of climate emissions.	+

Objective	Corresponding Garden City Principle(s) and any additional considerations	Impact
	- In building standards, a requirement for innovation beyond zero carbon and in the use of materials and construction techniques.	++
10. Developability / Deliverability	- Capture rising land values created by the development of the town can repay infrastructure costs	++
	- Be commercially attractive with strong market conditions and value potential	++
	- Availability of land being put forward for development with active landowner/developer interest	++
	- Scope for delivery structures through active and positive public and private sector engagement	++

### 6.12.2 Significant and Temporal Effects

There will be significant positive impacts associated with the majority of the Garden City principles, in consideration of the policy and the appraisal of relevant options within the assessment of Policy SP6. It should be noted that impacts are only relevant in the long term, associated with Garden Communities coming forward in the latter stages of the Plan period.

Despite requirements ensuring the protection and/or enhancement of heritage assets within and surrounding the site including Great Saling Hall conservation area and areas of deciduous woodland within and adjoining the site, there will be only minor impacts associated with impacts on the Registered Park and Garden of Saling Grove. Both site options explored in Policy SP6 could be expected to have some degree of impact on this designation, and this would have to be factored into any Masterplan.

An example where the policy will not ensure significant positive impacts against the Garden City Principles however relates to the aspiration that an appropriate percentage of homes that are classified as 'affordable' be for social rent. In addition, the policy is not explicit in a need to consider life-time homes, however does include requirements for a mix of housing types and tenures.

Another area where the Policy is only highlighted as having a minor positive impact is regarding zero carbon and energy positive technology. It is considered that such a principle would require further discussion with relevant service providers and is not a principle that can be established at this early stage in the plan-making process. It is also considered that should the Garden Community not include renewable energy technologies, the benefits of the development would outweigh adherence to this aspiration. There will also only be minor positive impacts on agricultural land and landscapes due to the loss of agricultural land associated with greenfield development.

The commercial viability of the options can be broadly said to be progressively more positive from east to west associated with property values. Despite this, for the purposes of this appraisal, all options have been deemed as commercially attractive in line with their inclusion as reasonable options that are viable, deliverable and achievable.

### **6.12.3 Secondary Effects**

The emergence of this Garden Community can be expected to have further significant secondary effects on the wider area, associated with the necessary infrastructure provision required of development at that scale. The Garden Community, in line with and in conformity to the general principles set out in the Policy and Policy SP7, ensure that the sustainability effects resulting from strategic level growth are maximised for the benefit of new and existing communities.

### **6.12.4 Alternatives Considered**

The principles and requirements of this Policy are specific to the Garden Community to which this policy relates, ensuring that aspirations surrounding sustainable development will be met from any successful proposal. In so far as the Policy ensures sustainable development, it accords directly to the presumption in favour of sustainable development of Policy SP1 and more critically, the NPPF. As such no other alternatives can be considered reasonable.

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

Despite SP10 requirements ensuring the protection and/or enhancement of heritage assets within and surrounding the site including Great Saling Hall conservation area and areas of deciduous woodland within and adjoining the site, the policy could additionally mention the sensitivity of the Registered Park and Garden of Saling Grove. Both site options explored in Policy SP6 could be expected to have some degree of impact on this designation, and this would have to be factored into any Masterplan.

## 7 Cumulative and Synergistic Impacts of the Common Strategic Part 1 for Local Plan's Policies (SP1-SP7)

This section explores the cumulative and synergistic impacts of the Common Strategic Part 1 for Local Plan's policies SP1-SP7. These policies have been grouped for this purpose as they respond to strategic content as opposed to the more site specific content of Policies SP8-SP10. Cumulative impacts are identified per sustainability objective, with each option exploring whether any exist on a thematic basis.

### 7.1 Sustainability Objective 1: Create safe environments which improve quality of life, community cohesion

Policy	Impact on SO1
SP1: Presumption in Favour of Sustainable Development	+
SP2: Meeting Housing Needs	N/A
SP3: Providing for Employment	N/A
SP4: Infrastructure and Connectivity	N/A
SP5: Place Shaping Principles	++
SP6: Spatial Strategy for North Essex	+
SP7: Development and Delivery of New Garden Communities in Essex	++
<b>Cumulative Impact</b>	0

The Common Strategic Part 1 for Local Plans' policy content, including the principle of the preferred Spatial Strategy approach of SP6, can be seen to have positive impacts on this objective where relevant. There will however be no cumulative impacts associated with this objective, where the objective is more closely concerned with on-site design features and development principles or guidelines.

**7.2 Sustainability Objective 2: To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford**

Policy	Impact on SO2
SP1: Presumption in Favour of Sustainable Development	+
SP2: Meeting Housing Needs	++
SP3: Providing for Employment	++
SP4: Infrastructure and Connectivity	N/A
SP5: Place Shaping Principles	N/A
SP6: Spatial Strategy for North Essex	++
SP7: Development and Delivery of New Garden Communities in Essex	++
<b>Cumulative Impact</b>	++

There can be expected to be a cumulative strengthening of requirements to ensure decent and inclusive homes through similarly ensuring that objectively assessed housing can be met throughout Local Plan periods within the HMA, particularly in the latter stages and in accordance with each LPA's individual requirements. The preferred strategic Spatial Strategy also conforms to as broad a geographic dispersal as possible across the HMA in light of available land and promoted sites. The Common Strategic Part 1 for Local Plans, in exploring options and solutions for meeting unmet elements of objectively assessed need over the HMA will also ensure significant positive cumulative impacts on this objective in accumulation with the individual Spatial Strategies of each authority's Local Plan, including elements of non-strategic needs, and as per the LPA level requirements of the OAN Report.

### 7.3 Sustainability Objective 3: To improve the health of the District's residents and mitigate/reduce potential health inequalities

Policy	Impact on SO3
SP1: Presumption in Favour of Sustainable Development	+
SP2: Meeting Housing Needs	N/A
SP3: Providing for Employment	N/A
SP4: Infrastructure and Connectivity	++
SP5: Place Shaping Principles	+
SP6: Spatial Strategy for North Essex	++
SP7: Development and Delivery of New Garden Communities in Essex	++
<b>Cumulative Impact</b>	<b>++</b>

There will be significantly positive health impacts associated with the cumulative effects of the Common Strategic Part 1 for Local Plans' policies and commitment to delivering Garden Communities. This is largely due to a combination of health related infrastructure provision and also adherence to Garden City Principles regarding walking and cycling infrastructure and the provision of open space and recreational facilities. There will also be cumulative positive impacts in this regard associated with the content of each authority's Local Plan policies and designation of non-strategic open space and recreation.

### 7.4 Sustainability Objective 4: To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways

Policy	Impact on SO4
SP1: Presumption in Favour of Sustainable Development	+
SP2: Meeting Housing Needs	++
SP3: Providing for Employment	++
SP4: Infrastructure and Connectivity	++
SP5: Place Shaping Principles	N/A
SP6: Spatial Strategy for North Essex	++
SP7: Development and Delivery of New Garden Communities in Essex	++
<b>Cumulative Impact</b>	<b>++</b>

As per those iterated for Sustainability Objective 2, there can be expected to be a cumulative strengthening of requirements to ensure job creation through similarly ensuring that employment

requirements can be met throughout Local Plan periods within the HMA, particularly in the latter stages and in accordance with each LPA's individual requirements. The preferred strategic Spatial Strategy also conforms to as broad a geographical dispersal as possible across the HMA in light of available land and promoted sites. The Common Strategic Part 1 for Local Plans will also ensure significant positive cumulative impacts on this objective in accumulation with the individual policies and allocations of each authority's Local Plan, including elements of non-strategic needs and content regarding the rural economy.

### 7.5 Sustainability Objective 5: To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity

Policy	Impact on SO5
SP1: Presumption in Favour of Sustainable Development	+
SP2: Meeting Housing Needs	N/A
SP3: Providing for Employment	N/A
SP4: Infrastructure and Connectivity	0
SP5: Place Shaping Principles	+
SP6: Spatial Strategy for North Essex	+/?
SP7: Development and Delivery of New Garden Communities in Essex	++
<b>Cumulative Impact</b>	+/?

Although the Common Strategic Part 1 for Local Plans can be seen to have negative connotations on this objective through the development of significant areas of greenfield land, these impacts can be allayed through the potential of Garden Communities to integrate of positive gains in biodiversity and natural resources that create a network of green infrastructure. More specific impacts on international and European designations (Ramsars, SACs, SPAs) will be better understood in the Habitats Regulation Assessments and / or Appropriate Assessments if required of Local Plans, including their requirement to consider in-combination effects. This will enable suitable coverage and compliance with this EU Obligation over the HMA and wider geographical area. It should be noted that the findings of these assessments will need to be adequately factored into any Garden Community masterplanning and Local Plan policies.

## 7.6 Sustainability Objective 6: To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion

Policy	Impact on SO6
SP1: Presumption in Favour of Sustainable Development	+
SP2: Meeting Housing Needs	N/A
SP3: Providing for Employment	N/A
SP4: Infrastructure and Connectivity	++
SP5: Place Shaping Principles	++
SP6: Spatial Strategy for North Essex	++
SP7: Development and Delivery of New Garden Communities in Essex	++
<b>Cumulative Impact</b>	<b>++</b>

The policies of the Common Strategic Part 1 for Local Plans can be expected to have significantly positive cumulative impacts on this objective. The infrastructure requirements of the Garden Communities, in adhering to sustainable transport Garden City Principles can be expected to offer wider benefits and gain for neighbouring areas, and the geographical distribution of the preferred Garden Community options ensure that these benefits can be experienced across all three authorities with an inclusive coverage across the HMA.

## 7.7 Sustainability Objective 7: To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary transport infrastructure to support new development

Policy	Impact on SO7
SP1: Presumption in Favour of Sustainable Development	+
SP2: Meeting Housing Needs	N/A
SP3: Providing for Employment	N/A
SP4: Infrastructure and Connectivity	++
SP5: Place Shaping Principles	++
SP6: Spatial Strategy for North Essex	++
SP7: Development and Delivery of New Garden Communities in Essex	++
<b>Cumulative Impact</b>	<b>++</b>

As per those iterated for Sustainability Objective 6, the policies of the Common Strategic Part 1 for Local Plans can be expected to have significantly positive cumulative impacts on this objective. The infrastructure requirements of the Garden Communities, in adhering to sustainable transport

Garden City Principles can be expected to offer wider benefits and gain regarding accessibility regarding both transport and services for neighbouring areas, and the geographical distribution of the preferred Garden Community options ensure that these benefits can be experienced across all three authorities with an inclusive coverage across the HMA.

### 7.8 Sustainability Objective 8: To improve the education and skills of the population

Policy	Impact on SO8
SP1: Presumption in Favour of Sustainable Development	+
SP2: Meeting Housing Needs	+
SP3: Providing for Employment	++
SP4: Infrastructure and Connectivity	++
SP5: Place Shaping Principles	N/A
SP6: Spatial Strategy for North Essex	++
SP7: Development and Delivery of New Garden Communities in Essex	++
<b>Cumulative Impact</b>	<b>++</b>

The policies of the Common Strategic Part 1 for Local Plans can be expected to have significantly positive cumulative impacts on this objective. The education provision requirements of the Garden Communities can be expected to offer wider benefits and gain for neighbouring areas, and the geographical distribution of the preferred Garden Community options ensure that these benefits can be experienced across all three authorities with an inclusive coverage across the HMA.

### 7.9 Sustainability Objective 9: To conserve and enhance historic and cultural heritage and assets and townscape character?

Policy	Impact on SO9
SP1: Presumption in Favour of Sustainable Development	+
SP2: Meeting Housing Needs	N/A
SP3: Providing for Employment	N/A
SP4: Infrastructure and Connectivity	N/A
SP5: Place Shaping Principles	+
SP6: Spatial Strategy for North Essex	+
SP7: Development and Delivery of New Garden Communities in Essex	+/?
<b>Cumulative Impact</b>	+/?

Although more relevant to the selection of specific Garden Community sub-options, there could be a negative cumulative impact on the historic environment associated with strategic development at the scale proposed, particularly associated with field boundaries and patterns. Despite this, masterplanning has the potential to enhance site specific assets and their settings and deliver a high quality built environment and so the cumulative impacts are uncertain at this stage.

### 7.10 Sustainability Objective 10: To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation.

Policy	Impact on SO10
SP1: Presumption in Favour of Sustainable Development	+
SP2: Meeting Housing Needs	N/A
SP3: Providing for Employment	N/A
SP4: Infrastructure and Connectivity	N/A
SP5: Place Shaping Principles	+
SP6: Spatial Strategy for North Essex	+
SP7: Development and Delivery of New Garden Communities in Essex	+
<b>Cumulative Impact</b>	0

There will be cumulative positive impacts regarding energy efficiency through the possibilities presented by strategic growth that adheres to Garden City Principles however these will be associated with new housing stock. Garden Communities have the potential to incorporate

renewable energy generation, although it is uncertain whether any proposed schemes will have any wider benefits beyond the scope of each individual Garden Community.

### 7.11 Sustainability Objective 11: To improve water quality and address water scarcity and sewerage capacity

Policy	Impact on SO11
SP1: Presumption in Favour of Sustainable Development	+
SP2: Meeting Housing Needs	N/A
SP3: Providing for Employment	N/A
SP4: Infrastructure and Connectivity	N/A
SP5: Place Shaping Principles	++
SP6: Spatial Strategy for North Essex	N/A
SP7: Development and Delivery of New Garden Communities in Essex	++
<b>Cumulative Impact</b>	+/?

There is likely to be cumulative negative implications regarding water scarcity and sewerage emanating from the preferred options of the Common Strategic Part 1 for Local Plans however the implications of this are best resolved on a site-by-site basis through early discussions with service providers and will largely reflect the scale of any Garden Community sub-options selected. In addition it should be noted that all growth in the wider area can be expected to have such impacts and as such uncertain cumulative impacts have been identified. Water quality can not be expected to experience any cumulative negative impacts through the development of high quality new development as required by Garden City Principles.

### 7.12 Sustainability Objective 12: To reduce the risk of fluvial, coastal and surface water flooding

Policy	Impact on SO12
SP1: Presumption in Favour of Sustainable Development	+
SP2: Meeting Housing Needs	N/A
SP3: Providing for Employment	N/A
SP4: Infrastructure and Connectivity	N/A
SP5: Place Shaping Principles	+/?
SP6: Spatial Strategy for North Essex	N/A
SP7: Development and Delivery of New Garden Communities in Essex	+
<b>Cumulative Impact</b>	0

There are no identified flood risk concerns resulting from the preferred policies and Garden Communities of the Common Strategic Part 1 for Local Plans. Flood risk issues are considered more relevant to site specific considerations regarding alleviation and it should be noted that the scale of the Garden Communities enables the integration of sustainable drainage techniques.

### 7.13 Sustainability Objective 13: To improve air quality

Policy	Impact on SO13
SP1: Presumption in Favour of Sustainable Development	+
SP2: Meeting Housing Needs	N/A
SP3: Providing for Employment	N/A
SP4: Infrastructure and Connectivity	N/A
SP5: Place Shaping Principles	+
SP6: Spatial Strategy for North Essex	+
SP7: Development and Delivery of New Garden Communities in Essex	+
<b>Cumulative Impact</b>	+/?

There are no identified cumulative implications of the specific content of the policies and preferred Garden Community options contained in the Common Strategic Part for Local Plans; the preferred Garden Community options correspond to the best possible dispersal across the HMA to alleviate air quality issues in Colchester and associated with the A12 and A120. There are likely to be

general negative connotations on air quality however associated with the level of growth required in the HMA and as such uncertain cumulative impacts are highlighted.

#### 7.14 Sustainability Objective 14: To conserve and enhance the quality of landscapes

Policy	Impact on SO14
SP1: Presumption in Favour of Sustainable Development	+
SP2: Meeting Housing Needs	N/A
SP3: Providing for Employment	N/A
SP4: Infrastructure and Connectivity	N/A
SP5: Place Shaping Principles	0
SP6: Spatial Strategy for North Essex	+/?
SP7: Development and Delivery of New Garden Communities in Essex	+
<b>Cumulative Impact</b>	-

Although more relevant to the selection of specific Garden Community sub-options, there can be expected to be a negative cumulative impact on landscapes associated with strategic development on greenfield land at the scale proposed; it should be noted however that this is a general issue relevant to any new development of greenfield land. It should also be noted that masterplanning has the potential to mitigate and minimise site specific issues and deliver a high quality built environment.

**7.15 Sustainability Objective 15: To safeguard and enhance the quality of soil and mineral deposits?**

Policy	Impact on SO15
SP1: Presumption in Favour of Sustainable Development	+
SP2: Meeting Housing Needs	N/A
SP3: Providing for Employment	N/A
SP4: Infrastructure and Connectivity	N/A
SP5: Place Shaping Principles	N/A
SP6: Spatial Strategy for North Essex	N/A
SP7: Development and Delivery of New Garden Communities in Essex	0
<b>Cumulative Impact</b>	0

There will be no cumulative impacts on safeguarding mineral deposits and the quality of soil associated with the selection of the preferred Garden Community options and the policy content of the Common Strategic Part 1 for Local Plans.

## 8 Cumulative and Synergistic Impacts of the Common Strategic Part 1 for Local Plan's Policies (SP8-SP10)

This section explores the cumulative and synergistic impacts of the Common Strategic Part 1 for Local Plan's policies SP8-SP10. There have been explored separately from Policies SP1-SP6 in so far as they have been assessed using a different framework and are focused more on how the relevant policies respond to specific principles and site considerations rather than general strategic themes. For the impacts associated from the specific Garden Community options, please refer to the relevant section in the appraisal of Policy SP6.

Objective	Corresponding Garden City Principle(s) and any additional considerations	SP8	SP9	SP10
1. Physical Limitations	- Absence of insurmountable problems (ground conditions, flood risk, hazardous risks, pollution, contamination and air quality)	N/A	N/A	N/A
	- Incorporation of SUDS.	++	++	++
2. Impacts	- Reflect a fusion of the best of the past while embracing new materials and the needs of modern living	N/A	N/A	N/A
	- Acceptable impacts only on sites of nature conservation interest.	++	+	++
	- A surrounding belt of countryside to prevent sprawl, well connected and biodiversity rich public parks, and a mix of public and private networks of well-managed, high-quality gardens, tree-lined streets and open spaces.	++	++	++
	- Acceptable impacts only on high quality agricultural land, important landscape features.	+	+	+
3. Environment / Amenity	- Acceptable relationship only with and impact on occupiers of existing properties and neighbouring areas / towns (maintaining adequate separation)	++	++	++
4. Transport	- New Garden Cities should be located only where there are existing rapid public transport links to major cities, or where real plans are already in place for its provision.	++	++	++
	- Walking, cycling and public transport should be the most attractive and prioritised forms of transport in the garden city.	++	++	++
	- Ensure a comprehensive and safe network of footpaths and cycleways throughout the development, and public transport nodes within a short walking distance of all homes.	++	++	++
	- Where car travel is necessary, consideration should be made of shared transport approaches such as car clubs.	N/A	N/A	N/A

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Objective	Corresponding Garden City Principle(s) and any additional considerations	SP8	SP9	SP10
5. Resilience	- Positive contribution towards town centres.	++	++	++
	- Positive contribution towards identified regeneration priority areas and institutions	++	+	+
6. Housing	- Garden Cities (should be) part of a wider strategic approach to meeting the nation's housing needs.	++	++	++
	- An appropriate number homes in a new Garden City must be 'affordable' for ordinary people.	++	++	++
	- Provide mixed-tenure homes and housing types that are genuinely affordable for everyone	++	++	++
	- An appropriate percentage of the homes that are classified as 'affordable' must be for social rent.	+/?	+/?	+/?
	- Consider life-time homes and the needs of particular social groups, such as the elderly.	+	+	+
	- A range of housing types including self-build / custom build and gypsy and traveller pitches	+	++	++
	- Aspire to the very best domestic and commercial architecture with sensitivity to local vernacular design and materials.	N/A	N/A	N/A
	- New Garden Cities should include opportunities for people to build their own home (either alone or collectively), and set aside land for future community needs.	++	++	++
7. Employment Opportunities	- New Garden Cities must provide a full range of employment opportunities, with the aim of no less than one job per new household.	++	++	++
	- There should be a robust range of employment opportunities in the Garden City itself, with a variety of jobs within easy commuting distance of homes.	++	++	++
8. Mixed-use Opportunities	- Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods	++	++	++
9. Environmental Quality & Sustainability	- Create shared spaces for social interaction and space for both formal and informal artistic activities, as well as sport and leisure activities.	++	++	++
	- Strong emphasis should be placed on homes with gardens and on space for both allotments and community gardens and orchards to	++	++	++

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Objective	Corresponding Garden City Principle(s) and any additional considerations	SP8	SP9	SP10
	provide for healthy local food.			
	- Garden Cities are places of cultural diversity and vibrancy with design contributing to sociable neighbourhoods. This means, for example, shaping design with the needs of children's play, teenage interests and the aspirations of elderly in mind.	++	++	++
	- Net gain to biodiversity is secured through master plans which link generous private and community gardens with wider public green and blue space and ultimately with strategic networks of green infrastructure and habitat creation.	++	++	++
	- Garden Cities must demonstrate the highest standards of technological innovation in zero carbon and energy positive technology to reduce the impact of climate emissions.	+	+	+
	- In building standards, a requirement for innovation beyond zero carbon and in the use of materials and construction techniques.	++	++	++
10. Developability / Deliverability	- Capture rising land values created by the development of the town can repay infrastructure costs	++	++	++
	- Be commercially attractive with strong market conditions and value potential	++	++	++
	- Availability of land being put forward for development with active landowner/developer interest	++	++	++
	- Scope for delivery structures through active and positive public and private sector engagement	++	++	++

It can be said that cumulative and synergistic impacts can not be identified of the Garden Community options due to their geographical spread across the HMA. Despite this, the benefits that extend to wider areas beyond the Garden Communities themselves can be seen to strengthen significantly through the three Garden Communities. Largely these impacts regard social and economic benefits, in both rural areas and the town centres of Colchester and Braintree.

In addition, cumulative impacts can be expected to be significant in accumulation with the 'Part 2' of each of the authorities' Local Plans, which will look to build on this long term strategic growth with short and medium term solutions on a non-strategic level.

## 9 Conclusions and Recommendations

### 9.1 Key points from the assessment of policies SP1-SP7

The following table sets out the combined long term sustainability impacts assessed in the individual appraisal of each policy as well as that of the Vision and the Strategic Objectives of the Common Strategic Part 1 for Plans.

Policy	Sustainability Objectives (SO)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Vision	N/A	++	++	++	++	++	++	N/A	++	N/A	N/A	N/A	N/A	N/A	N/A
Objs	+	++	++	++	N/A	++	++	++	+	+	N/A	N/A	N/A	N/A	N/A
SP1	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
SP2	N/A	++	N/A	++	N/A	N/A	N/A	+	N/A						
SP3	N/A	++	N/A	++	N/A	N/A	N/A	++	N/A						
SP4	N/A	N/A	++	++	0	++	++	++	N/A	0	0	N/A	N/A	N/A	N/A
SP5	++	N/A	+	N/A	+	++	++	N/A	+	+	++	+/?	+	0	N/A
SP6	+	++	++	++	+/?	++	++	++	+	+	N/A	N/A	+	+/?	N/A
SP7	++	++	++	++	++	++	++	++	+/?	+	++	+	+	+	0

The following key points can be made regarding the appraisal of the preferred options:

- The strategic vision for the area will have short and medium term positive impacts on housing and employment related Sustainability Objectives (SO2 and SO4 respectively). The significance of these impacts will increase in the long term with the principle of sustainable Garden Communities being developed as part of a sustainable strategy for growth and in response to objectively assessed housing and employment needs, and also their wider benefits. This will also be the case for health (SO3), the natural environment (SO5), and the historic environment (SO9) through the provision of green infrastructure, new and expanded education and health care facilities and recreational land and also the protection and enhancement of countryside and heritage assets. There will additionally be significant long term impacts on ensuring the necessary transport infrastructure to support new development (SO7) in line with the emergence of the Garden Communities in the latter stages of the three authorities' Local Plan periods.
- There will be positive impacts associated with housing need (SO2) targets and also employment growth (SO4), progressing to significant positive impacts in the long term associated with the requirement that Garden Communities be forthcoming to meet residual or unmet need. This is due to the number of new homes being needed to provide sufficient labour to meet the number of forecast jobs, as per the methodology behind the identification of the need in the OAN Report, and the need to provide a range of employment opportunities in association with Garden City Principles.

- Employment forecasts have an underlying principle: that planning for housing, economic land uses and community facilities / services should be integrated, so that the demand for labour is fulfilled and there is no unsustainable commuting. The principle of these links to identifying future job growth to housing provision is a key tenet of sustainability and as such, there will be further significant positive impacts associated with employment and housing.
- The principles behind the Spatial Strategy will have a large number of significant positive impacts on the Sustainability Objectives, most notably on those that correspond to housing delivery (SO2), economic growth (SO4) and accessibility (SO7). The short and medium term impacts of these are related to the notion that development will be accommodated within or adjoining settlements according to their scale and existing role both within each individual district; these correspond to the NPPF requirements of each LPA in the formulation of a Local Plan and offers a local distinctiveness to the strategic area relevant to local needs and communities.
- Further long term significant positive impacts associated with Garden Communities can be expected to be realised on health (SO3), through the integration and requirement of suitable facilities and open space and recreation requirements; sustainable travel (SO6) through the requirements of sustainable transportation means to be provided, and education and skills (SO8) through the provision of primary, secondary and early years facilities as per Garden City Principles and Essex County Council infrastructure requirements.
- Minor positive impacts can be expected through Garden Community developments associated with townscapes (SO9) through a combined alleviation of pressures on existing settlements at the expected scale and also in conjunction with design expectations and opportunities. This focus away from the expansion of existing settlements will also not alleviate air quality pressures in settlements (SO13) and also offer opportunities for renewable energy generation (SO10).
- Uncertain impacts can be expected to arise from the principle of Garden Communities regarding the natural environment (SO5) and landscapes (SO14) through the development of green field land, however it should be acknowledged that at the specified scale, and commensurate with the density requirements of Garden City Principles, Garden Communities are capable of mitigating such concerns effectively and can even lead to opportunities regarding biodiversity gain.
- There will be significant positive impacts associated with those Sustainability Objectives related to infrastructure delivery that would specifically be related to strategic level growth and stimulated by it across the Strategic Area; these being health (SO3), sustainable transport (SO6) and education (SO8).
- Policy SP6 could be more explicit as to the requirements of new development in regards to the historic environment and assets (SO9) and also possible biodiversity gain (SO5). The Policy could also respond to aspirations to increase renewable energy generation (SO10) in strategic scale development opportunities. There is also scope for the policy to include principles related to surface water flood risk (SO12) and in particular SuDS; for this reason uncertain impacts have been highlighted at present. It should be acknowledged however that significant positive impacts can be expected to arise from relevant individual LPA Local Plan policies, which can also respond better to requirements for local distinctiveness in that

context.

- Heritage assets exist across all of the broad Garden Community areas; additionally the sites could potentially contain archaeological remains that would need to be excavated. In consideration of this, Policy SP7 could include a principle that Masterplans seek ways to achieve quality and active management of heritage assets and the historic environment as part of a positive strategy for their conservation and enjoyment.

## 9.2 Key points from the assessment of Garden Community options

The following table sets out the assessed sustainability impacts of all reasonable Garden Community options explored.

Garden Community Option	Sustainability Objectives (SO)									
	1	2	3	4	5	6	7	8	9	10
GCEC1	+/?	+/?	++	+	++	++	++	++	++	++
GCEC2	+/?	+/?	++	+	++	++	++	++	++	+
GCEC3	+/?	+/?	+	+/?	++	++	++	++	++	+
GCNC1	-	-	-	+/?	+	++	++	++	++	+/?
GCNC2	-	-	-	+/?	+	++	++	++	++	+/?
GCWC1	+/?	+/?	+/?	+	+	++	++	++	++	+/?
GCWC2	+/?	+/?	+/?	+	+	++	++	++	++	+/?
GCWC3	+/?	+	+/?	+	+	++	++	++	++	+/?
GCWC4	+/?	-	++	+/?	+/?	++	++	++	++	+/?
GCWB1	+	+/?	++	+/?	+/?	++	++	++	++	+
GCWB2	+	+/?	+	+/?	+/?	++	++	++	++	+

The following key points can be made regarding the appraisal of specific Garden Community options:

### 9.2.1 East Colchester Options: GCEC1 (Southern land Focus), GCEC2 (A133 to Colchester - Ipswich Rail Line) and GCEC3 (North to South wrap)

- Access will be dependent on the A120 and A133 and requires an access strategy. Regarding GCEC2 and GCEC3, the Great Eastern Mainline creates severance, bisecting movements to the North West (and south in regard to GCEC3); however there are three vehicular bridges in place which could be upgraded. Despite these considerations, the scale of the proposal has a reasonable prospect of overcoming them in meeting Garden City Principles.
- The valley slopes following Salary Brook can be utilised as green infrastructure.

- Surface water networks are at capacity, the Colchester Water Recycling Centre is near capacity (but can be expanded in response to developer demand) and gas and electricity network reinforcement would also be needed; however none of these limitations can be considered insurmountable of any proposal at the scale of the three options.
- All options contain Grade 1 Agricultural Land along much of the eastern boundary; however the requirements for a belt of countryside to prevent sprawl has scope for its protection.
- The existing natural landscape and ecological features within the options such as Salary Brook, Welsh Wood, woodland, ancient woodland and a network of intact hedgerows and associated veteran trees, land drains and ditches, if protected, conserved and enhanced, have the potential to form key landscape structuring components of the Garden Community and related green infrastructure network.
- GCEC3 contains a SSSI (Bullock Wood) which is likely to require more sensitive consideration in regard to preservation and enhancement as part of a belt of countryside to prevent coalescence with Colchester.
- Options GCEC1 and GCEC2 will have positive impacts associated with the topography of the area constraining views into and across the sites, which are assessed as reducing the visual impacts of any Garden Community.
- The existing Local nature Reserves of Salary Brook and Welsh Wood create the basis of an established and high quality buffer between Colchester and any new Garden Communities to the west, and there are no other existing settlements to the east that would be affected by any of the options at their stated scales.
- Option GCEC3 has considerations regarding the A137 Harwich Road which bisects the small settlement of Fox Street. Maintaining a clear separation of this settlement may fragment the wider development, in particular that area to the north of the railway line.
- Regarding options GCEC1 and GCEC2, the presence of the Great Eastern Mainline and rail links at Hythe exist as a rapid public transport link to Colchester, ensuring that the principle of ensuring rail links exist; it would be likely however that a new station would be needed. In addition, existing strategic and local bus networks currently set down and pick-up in close proximity to both sites. Option GCEC3 has been assessed as having the same considerations, however due to the spatial size of the site it is likely that a further level of site wide connectivity will be required.
- All Options have all been assessed as making a significantly positive impact on the town centre of Colchester, due largely to the options' proximity to the town centre of Colchester, the University and identified regeneration areas in east Colchester. Access to the town centre railway station, accessible from the Hythe station at present and via other public transport means ensures that direct access to the town centre and regeneration areas in the east of the town centre has the potential to be maximised in a sustainable manner.
- All of the Garden Community Options can be expected to have significantly positive impacts on housing, employment, mixed-use development opportunities and the incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles.
- It should be possible to commence development in the emerging plan period to 2032, with

on and off-site infrastructure solutions identifiable and likely deliverable. Adequate lead-in time is considered to exist for the required planning, funding and delivery of major infrastructure works needed to accommodate the continued development and growth of the Garden Community beyond 2032. Options GCEC2 and GCEC3 are assessed as having more uncertainty regarding delivery in the plan period, due to increasing levels of fragmented land ownership associated with larger indicative scales of development; however the principle of these options being able to meet the aspirations of the sustainability objective and related Garden City Principles is not in question.

### **9.2.2 North Colchester Options: GCNC1 (East of Langham Lane Focus) and GCNC2 (Maximum Land Take)**

- For both options site access will be reliant on the A12 and significant consideration will need to be given to how any Garden Community would relate to the A12, particularly in developing strategies which form an appropriate interface between the A12 and local roads. There will be a need to restrict unnecessary traffic flows which could increase congestion along this strategically important route.
- The functionality of any forthcoming development will be dependent upon bridging and facilitating sustainable linkages across the A12 connecting with Colchester to the south. GCNC2 could however benefit from an opportunity to access links with Straight Road which may provide greater flexibility in relation to the overall highway and related transport network for the new settlement as well as greater spread of traffic demand.
- Both options for North Colchester have a potentially significant constraint in the form of a 20 hectare Solar Farm within both areas, which exists with a 20 year planning permission. Although this could represent a benefit in regard to renewable energy generation for any new Garden Community, it equally constrains the options in regard to conforming to a number of wider Garden City Principles, particularly those related to high quality design and layouts, and green infrastructure which are not fragmented or limited in the scope of aspirations at the masterplanning stage.
- Anglia Water have identified major constraints in terms of providing infrastructure and/or treatment works to serve proposed growth at this location.
- Options GCNC1 and GCNC2 both include large areas of land identified as Grade 2 Agricultural Land, classed as 'very good' by Natural England, with GCNC2 having an additional proportion of Grade 1 'excellent' Agricultural Land.
- Although ecological assets exist throughout, both sites do not contain any wildlife designations, and so have scope to introduce these within proposals in conformity to Garden City principles.
- The landscape implications of both sites are considered significant; the eastern boundary of both sites border the Dedham Vale AONB and a development of this size has the potential to significantly impact on the character and setting of the AONB. It should also be considered that any potential extension of the AONB westward may be impacted by development at both these options.
- Both options have the potential to negatively impact on the existing settlements of Langham. In consideration of the location and size of the Solar Farm existing at Boxted Airfield, it is uncertain to what extent option GCNC1 could adequately ensure a degree of separation with Langham whilst simultaneously ensuring that wider Garden City Principles

are met, where the extent of land available for housing and employment delivery is uncertain at this current time.

- Regarding the southern boundary of both options, it is likewise uncertain how separation can be guaranteed with Colchester and the Northern Gateway when considered alongside the need for such links to be forged to the benefit of the wider community and particularly for access and public transport links. Regarding this, it can be considered that these options are unlikely to benefit from a degree of separation from Colchester.
- Options GCNC1 and GCNC2 do not benefit from an existing rail link and in addition, the sites are severed by the A12 to the south, proving such integration unlikely to be suitable or viable. With this in mind, it can be considered that only bus, walking and cycling opportunities appear valid until further information is known regarding these options.
- Should bridging of the A12 be possible, or existing bridges be upgraded, then access to wider public transport initiatives would be present to the Northern Gateway. In addition, a Park and Ride exists to the west corner of both sites which could be expanded or otherwise utilised.
- Links to the A12 and the strategic road network are likely to prove private car use attractive and it is uncertain whether there will be any benefits to the town centre through bus links only given the proximity and ease of access to out of town centres.
- Options GCNC1 and GCNC2 will have positive impacts associated with distances to the town centre, existing vehicular access and also existing access to park and ride services into the town centre; however these links, in addition to the presence of the Northern Gateway (including proposals for this area), and combined with the emergence of an expected district or neighbourhood centre at any Garden Community itself could cumulatively reduce the need for residents to access the town centre for services, convenience retail and leisure facilities.
- All of the Garden Community Options can be expected to have significantly positive impacts on housing, employment, mixed-use development opportunities and the incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles.
- With both road access and utility infrastructure solutions in principle available, it should be possible to commence development within the next 6-10 years. However, the extent of development, especially beyond the plan period, will be dependent on the provision of significant new infrastructure, not least ensuring adequate bridge crossings of the A12 and the future of the Solar Farm which has planning permission for 20 years (beyond the plan period).
- The additional land put forward under GCNC2 was not included in the Colchester Borough Council Local Plan call-for-sites process, but it is understood that the majority is potentially capable of being brought forward and developed by the same promoter as the land under GCNC1. This however would not be all the land under GCNC2, and additional land searches etc. would be required to bring forward GCNC2 in its entirety. There would however be less potential for negative deliverability connotations surrounding the future of the Solar Farm under this option, associated with the larger scale and extent of land.

**9.2.3 West of Colchester / Marks Tey Options: GCWC1 (North and South of A12 / Rail Corridor Focus), GCWC2 (South of A120 and North of Marks Tey Existing Settlement), GCWC3 (South of A120 Focus) and GCWC4 (Maximum Land Take)**

- Road infrastructure and junction access / capacity represent the main barriers to development, however it should be noted that the presence of the A12 and A120 are beneficial to development in this location providing local and regional connectivity. In addition, new highway infrastructure of a planned 3-lane widening of the A12 and the duelling of the A120 from Braintree to the A12 (incorporating a potential bypass of Marks Tey) would make the principle of development in this location viable for further exploration.
- A significant transport infrastructure programme would be needed for all options to overcome localised connectivity issues surrounding an east/west severance due to the alignment of the A12 and Great Eastern Mainline rail route; however any successful proposal can be expected to offer significant wider benefits. This is a general issue surrounding all of the West Colchester / Marks Tey options; however they can reasonably be expected to increase commensurate to increasing scales.
- There is a possible need to relocate and expand the Marks Tey rail station; however the presence of an existing rail station merits this exploration and strategic scale growth at this broad location.
- All options have underground and overhead pipeline and cable routes which would likely require retention and the development of exclusion zones. These issues, and other considerations such as areas of Flood Risk Zone 3 in the broad area, are not considered insurmountable at the scale of growth explored for all options.
- All options include land that is identified as Grade 2 Agricultural Land. Of these options, GCWC3 can be seen to offer a smaller proportion of development on Grade 2 ALC,
- Options GCWC1, GCWC2 and GCWC4 contain the Marks Tey Brickpit SSSI, however its location at the north east boundary in each instance ensures that this designation can be protected and enhanced through the requirements of a surrounding belt of countryside to prevent sprawl. Option GCWC3 does not have any implications in this regard, although detailed proposals would have to be sensitive to the presence of Domsey Brook.
- Options GCWC2 and GCWC4 are in close proximity to a Scheduled Monument (a Roman villa 450m south of Warren's Farm to the north) and could affect the setting of this asset, however the specific impacts of the options, and their significance, would have to be subject to specialist assessment once more detailed masterplanning is forthcoming (and should these options be selected). Option GCWC1 does not extend as far north west in proximity to the Scheduled Monument as Options GCWC2 and GCWC4 as to warrant the same expected level of potential impact; however the same issues would have to be investigated. Option GCWC3 is assessed as unlikely to impact on this designation.
- All the options contain a small number of Listed Buildings, in reflection of the size of the proposals, and although impacts on their setting would have to be further investigated, it is believed that at this strategic level, the scope of all proposals ensures that impacts can be avoided.
- The landscape implications of the proposals vary commensurate to the scale of each proposal, with GCWC4 expected to have more significant impacts as GCWC1 and GCWC2, and GCWC3 expected to have minimal impacts in comparison to all the other options. The landscape character of the broad area is not particularly sensitive to change,

with limited views associated with medium to large field patterns and mature hedgerows.

- All options will have varying different implications associated with settlement coalescence; these are largely commensurate to the different scales of the proposals. It should be noted however that coalescence can be prevented in all options with similarly varying degrees of countryside acting as a buffer.
- Impacts on the residential amenity of the settlements of Marks Tey and Little Tey are not as positive, with options GCWC1, GCWC2 and GCWC4 possibly assimilating the aforementioned settlements into the Garden Community. A buffer separation will likely be needed to be developed through masterplanning to minimise certain impacts on existing communities, and it could be considered that the scope for this would be maximised through the larger option GCWC4 with enough available land to have limited knock on effects regarding adhering to other Garden City Principles. Option GCWC3 has been assessed as not having these specific considerations in addition to its required countryside belt protecting any properties to the south.
- The West Colchester / Marks Tey options all benefit from the presence of the Great Eastern Mainline running through the site, and also the existing rail station of Marks Tey. In addition, the infrastructure commitments regarding the A12 and A120 are likely to prove increased bus links suitable and viable options. Despite this, there is a possibility that these infrastructure improvements would warrant sustainable transport means less attractive in favour of private car journeys.
- Work will be required to adequately ensure the interconnectivity by sustainable means for all options.
- As an existing settlement, Marks Tey / Little Tey is already connected by public transport - both bus and rail (Marks Tey rail station) to Colchester, Braintree and other centres, including London. This is a clear advantage for developing a sustainable transport system for the Garden Community. It also provides the opportunity to connect the site with and support some form of inter-urban North Essex public transport system, such as Bus Rapid Transit (BRT) or similar.
- Specifically for option GCWC4, the scale of this option and the constrained location of the existing Marks Tey rail station limit any meaningful expansion of this facility, and it is considered that to provide a fully integrated and accessible sustainable transport system it will be necessary to relocate the railway station to a more central location within the Garden Community.
- Options GCWC1, GCWC2 and GCWC3 have been assessed as having positive impacts on the town centre of Colchester, and benefit from existing rail links at Marks Tey which can be expected to be expanded in line with any Garden Community option. Impacts are limited however due to the possibility of residents using the facilities of Tollgate in the first instance as preferable and closer to any Garden Community than the town centre of Colchester. Option GCWC4 has been assessed as having uncertain impacts partly for this reason, but also commensurate to its scale; the level of services and facilities required within this Garden Community option itself should reasonably be expected to be of a suitably large scale in order to be sustainable, however may reduce the number of expected journeys into Colchester for services, convenience retail and leisure facilities.
- All of the Garden Community Options can be expected to have significantly positive impacts on housing, employment, mixed-use development opportunities and the

incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles.

- It is believed that development could be commenced within the next 6-10 years, and make use of existing infrastructure to allow development to commence. Despite this, the extent of development will be heavily constrained (no more than 500-900 homes) without significant investment in the strategic road network (A120/A12). The deliverability of this site is therefore directly linked to investment decisions and the development programme of Highways England.

#### **9.2.4 West of Braintree Options: GCWB1 (Braintree DC Only) and GCWB2 (Braintree DC and Uttlesford DC Land)**

- Both options to the West of Braintree are away from the A120 and served from small rural lanes only, providing limited connectivity to the broad area. In addition, one such lane, 'Pods Lane' is a designated Protected Lane which, as additionally a heritage asset, would likely need to be integrated into any new Garden Community.
- Site access would generally be dependent on the A120 and B1256 from the south and limitations surrounding the allocated minerals site. An upgrade of the junction of the B1256 and Blake End would create a new access spur that avoids the quarry and is in principle considered possible. Overall, development of the broad area would require an access strategy that manages the interface between local and strategic traffic and restricts us of the rural lane network. Option GCWB2, in addition to these general considerations, may require additional solutions due to its larger scale of development. Regarding other physical limitations, both sites are considered relatively free of constraint, apart from those hedgerows, field ditches and woodland that can be integrated into any forthcoming masterplan.
- Options GCWB1 and GCWB2 both include land that is identified as Grade 2 Agricultural Land. Both options also include land allocated for minerals development within the adopted Minerals Local Plan (MLP). This land, in the south east portion of both options, is also identified as a flagship restoration scheme as part of MLP Policy S12; as a result, measures already exist to increase biodiversity gain on the site, and there are no perceived incompatibilities of this with the requirement of both GCWB1 and GCWB2 to provide a belt of countryside to prevent urban sprawl.
- Option GCWB2 includes the designation of Boxted Wood, a LoWS and Ancient Woodland whereas GCWB1 extends only up to its eastern extent. Due its location, and the requirement of the belt of countryside previously mentioned, the location of Boxted Wood is not considered an insurmountable issue to either option, however it is recommended that measures to conserve and enhance are sought through any eventual masterplanning, particularly for GCWB2.
- The northern boundary of both options abuts the Conservation Area of Great Saling which contains a range of listed buildings including grade II as well as the Registered Park and Garden of Saling Grove. Once more it is perceived that impacts are unlikely to be insurmountable and that the conservation or possible enhancement of the setting of these heritage assets can be ensured through adherence to Garden City Principles.
- Option GCWB2, in regard to its inclusion of the Great Saling airfield, may have

archaeological implications, however further detail would be required as to the potential future of the airfield in any forthcoming masterplan.

- There are limited numbers of existing residential properties in the area of both options, however the small settlement of Blake End exists to the south west of the broad area and is located adjacent to a junction corresponding to the likely access to the area from the B1256. It should be noted that assimilation of Blake End is not assumed however, in so far as a required belt of surrounding countryside would act as a buffer, although there may be transport implications and perceived loss of amenity in that regard.
- Specifically in relation to GCWB2, additional considerations would be required in association with the amenity of residents in Stebbing Green and a desire to ensure separation. In isolation this is not considered an insurmountable issue however the presence of Boxted Wood within the area to the immediate east of any required buffer, could limit the suitability of this eastern part of the option.
- Both options do not benefit from an existing rail link and in addition links to the A120 and the strategic road network are likely to prove private car use attractive and it is uncertain whether there will be any benefits to the town centre through bus links only given the proximity and ease of access to Chelmsford and out of town centres such as Freeport.
- Connecting the options with Fitchway would provide direct links with Braintree and Braintree Railway Station. The establishment of links south of Fitchway would connect Skyline 120 for employment and Great Notley Country Park for leisure activity.
- Regarding public transport, the direct access of the site to the A120 can be considered advantageous in terms of connecting the site with North Essex inter-urban bus routes, providing connectivity with Stansted Airport and employment centres and the existing settlement.
- Options GCWB1 and GCWB2 have been assessed as having uncertain impacts on the town of Braintree. Positive impacts could reasonably be expected due to its close proximity and easy accessibility; however the lack of rail links to the centre and the similarly easy access to the strategic road network could see residents travelling to the larger centre of Chelmsford, or to Freeport to the south of Braintree but physically detached from the town centre.
- All of the Garden Community Options can be expected to have significantly positive impacts on housing, employment, mixed-use development opportunities and the incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles.
- Options GCWB1 and GCWB2 have been highlighted as having constraints regarding the needs to invest in utility infrastructure, which consistent with the area's rural location is currently very limited in terms of physical networks and capacity. Option GCWB2 has additionally been highlighted as potentially allowing more flexibility regarding options for providing access from the A120/B1256 into the Garden Community, and commencing development of the new settlement relative to the operation and impact of the proposed quarry.

### 9.2.5 Cumulative Impacts of Garden Community Options

The following key points can be made regarding the cumulative appraisal of Garden Community options:

- It can be assumed that cumulative impacts could be realised on a small number of the Garden Community options through their geographic dispersal and scale. For instance, options that are grouped around the Colchester town area could give rise to cumulative negative impacts on accessibility, particularly a scenario where the larger East Colchester option (GCEC3) is progressed alongside either, but especially the larger, North Colchester option (GCNC2). These impacts can be expected to occur on the A12 and A120, particularly through disruption whilst any required upgrades to the strategic road network in north and east Colchester are being undertaken. There are also likely to be air quality impacts resulting from the selection of these options associated with the A12 and A120. It can also be expected that the selection of these two options would have negative impacts on landscapes and soil quality associated with the concentration of strategic development in north east Colchester.
- Regarding other options, it can be said that the geographic dispersal is such that no two other options would give rise to significant cumulative impacts that can not be mitigated at the strategic level, other than those associated with population increases more generally and in particular any resultant significant effects indicated as likely in a forthcoming Habitats Regulations Assessment or Appropriate Assessment.
- Although all impacts on the delivery of housing, employment and mixed-use development can be seen as significantly positive through the assessment of individual options, the cumulative impacts of focusing all required Garden Communities in the area of Colchester town (i.e. East Colchester, West Colchester and North Colchester options) can conversely be seen as negative across the HMA; there is a desire and requirement for strategic growth to supplement the growth requirements of the three authorities' Local Plans in order to address existing housing needs across the whole area and on a district level commensurate to the requirements of LPAs stated in the NPPF.

### 9.3 Key points from the assessment of policies SP8-SP10

The following key points can be made from the appraisal of Policies SP8-SP10:

- For all Policies SP8-SP10 there will be significant positive impacts associated with the majority of the Garden City principles, in consideration of each policy and the appraisal of relevant options within the assessment of Policy SP6. It should be noted that impacts are only relevant in the long term, associated with Garden Communities coming forward in the latter stages of the Plan period. Regarding Policy SP8, this also includes the impact on the regeneration areas within Colchester town centre and to the east of the town, due largely to the Policy content; in particular those related to sustainable transport, in conjunction with the general location of the option.
- An example where the policies will not ensure significant positive impacts against the Garden City Principles however relates to the aspiration that an appropriate percentage of homes that are classified as 'affordable' be for social rent. In addition, the policies are not explicit in a need to consider life-time homes; however do all include requirements for a mix of housing types and tenures. Positive elements however include the requirements for Gypsy and Traveller provision in Policies SP9 and SP10.

- Another area where the policies are only highlighted as having minor positive impacts is regarding zero carbon and energy positive technology. It is considered however that such a principle would require further discussion with relevant service providers and is not a principle that can be established at this early stage in the plan-making process. It is also considered that should the Garden Communities not include renewable energy technologies, the benefits of the development would outweigh adherence to this aspiration.
- All Policies will only have minor positive impacts on agricultural land and landscapes due to the loss of agricultural land associated with Greenfield development.
- The commercial viability of all options can be broadly said to be progressively more positive from east to west associated with property values. Despite this, for the purposes of this appraisal, all options have been deemed as commercially attractive in line with their inclusion as reasonable options that are viable, deliverable and achievable.
- Regarding Policy SP9, despite requirements ensuring the protection and/or enhancement of biodiversity assets within and surrounding the site including the Domsey Brook and Roman River corridors, there will be only minor impacts associated with impacts on sites of nature conservation interest; this is due to no specific mention of Marks Tey Brickpit SSSI. Any site option explored in Policy SP6 would have some degree of impact on this designation, as indicated by being in the SSSI's Impact Risk Zone (IRZ) which requires consultation with Natural England.
- Regarding SP10, despite requirements ensuring the protection and/or enhancement of heritage assets within and surrounding the site including Great Saling Hall conservation area and areas of deciduous woodland within and adjoining the site, there will be only minor impacts associated with impacts on the Registered Park and Garden of Saling Grove. Both site options explored in Policy SP6 could be expected to have some degree of impact on this designation, and this would have to be factored into any Masterplan.
- It can be said that cumulative and synergistic impacts can not be identified of the Garden Community options due to their geographical spread across the HMA. Despite this, the benefits that extend to wider areas beyond the Garden Communities themselves can be seen to strengthen significantly through the three Garden Communities. Largely these impacts regard social and economic benefits, in both rural areas and supporting the town centres of Colchester and Braintree.
- In addition, cumulative impacts can be expected to be significant in accumulation with the 'Part 2' of each of the authorities' Local Plans, which will look to build on this long term strategic growth with short and medium term solutions on a non-strategic level.

#### **9.4 Recommendations**

The following recommendations have been made throughout the appraisal of the Common Strategic Part 1 for Local Plans:

- Policy SP5 could be more explicit as to the requirements of new development in regards to the historic environment and assets and also possible biodiversity gain through green infrastructure. The Policy could also respond to aspirations to increase renewable energy generation in strategic scale development opportunities. There is also scope for the policy to regard surface water flood risk and in particular SuDS.
- Heritage assets exist across all of the Garden Community areas; additionally the sites could

potentially contain archaeological remains that would need to be excavated. In consideration of this, Policy SP7 could include a principle that Masterplans seek ways to achieve quality and active management of heritage assets and the historic environment as part of a positive strategy for their conservation and enjoyment.

- At this stage of the plan-making process it can be considered that there is not sufficient information available for any of the Garden Community options to make detailed recommendations or suggest mitigation measures for individual sub-options. A general comment could be made however regarding the coverage or compatibility of the options against the sustainability objectives. The options will have to be carefully developed, through effective masterplanning, in order to positively adhere to issues surrounding physical limitations, in particular access arrangements to sites including strategies regarding permeability and interconnectivity within the new settlements.
- In addition, it can be seen that the majority of the Garden Community options will have considerations regarding a number of impacts associated with agricultural land, landscape, sites of nature conservation and the historic environment / heritage assets. It should again be acknowledged that such issues are not insurmountable at the scales of development proposed in the options and that effective masterplanning can even seek to enhance conditions. This is also true for issues surrounding existing residential amenity and coalescence, and the masterplanning process will have to seek to eradicate any negative impacts in this regard.
- Despite Policy SP9 requirements ensuring the protection and/or enhancement of biodiversity assets within and surrounding the site including the Domsey Brook and Roman River corridors, there is no specific mention of Marks Tey Brickpit SSSI. Any site option explored in Policy SP6 would have some degree of impact on this designation, as indicated by being in the SSSI's Impact Risk Zone (IRZ) which requires consultation with Natural England and this should be factored into any Masterplan.
- Despite Policy SP10 requirements ensuring the protection and/or enhancement of heritage assets within and surrounding the site including Great Saling Hall conservation area and areas of deciduous woodland within and adjoining the site, the policy could additionally mention the sensitivity of the Registered Park and Garden of Saling Grove. Both site options explored in Policy SP6 could be expected to have some degree of impact on this designation, and this would have to be factored into any Masterplan.

## 10 Next Steps

This Environmental Report will be subject to consultation. There are three statutory consultees that are required to be consulted for all Sustainability Appraisal and Strategic Environmental Assessment documents. These are:

- The Environment Agency;
- Natural England; and
- Historic England.

In addition to these, consultation will seek to engage the wider community in order to encompass comprehensive public engagement. The North Essex Authorities may additionally wish to invite comments from focussed groups, relevant stakeholders and interested parties.

### PLEASE NOTE:

All comments on the content of this Environmental Report should be sent to each authority's online portal in line with the consultation arrangements of each's Local Plan Preferred Options consultation. Where consultation periods differ between each authority, the following links may need to be checked once consultation periods are live.

Comments should be focused on the detail of this SA that pertains to land use implications or issues relevant to each local authority area.

Please check the following links for more information, and direction to relevant consultation portals:

#### Regarding Braintree District Council:

[https://www.braintree.gov.uk/info/200137/consultations/96/contribute\\_to\\_a\\_council\\_consultation](https://www.braintree.gov.uk/info/200137/consultations/96/contribute_to_a_council_consultation)

#### Regarding Colchester Borough Council:

<http://www.colchester.gov.uk/article/12650/Consultations>

#### Regarding Tendring District Council:

<http://www.tendringdc.gov.uk/consultation>

## **11 Monitoring**

The significant sustainability effects of implementing a Local Plan must be monitored in order to identify unforeseen adverse effects and to be able to undertake appropriate remedial action. The Sustainability Framework contained in this report includes suggested indicators in order to monitor each of the Sustainability Objectives, however these may not all be collected due to limited resources and difficulty in data availability or collection.

Guidance stipulates that it is not necessary to monitor everything included within the Sustainability Framework, but that monitoring should focus on significant sustainability effects, e.g. those that indicate a likely breach of international, national or local legislation, that may give rise to irreversible damage or where there is uncertainty and monitoring would enable preventative or mitigation measures to be taken.

Upon adoption Local Plans will be accompanied by an Adoption Statement which will outline those monitoring indicators most appropriate for future monitoring of the Plan in line with Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004.



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Published June 2016

**North Essex Authorities – Common Strategic Part 1 for Local Plans**

**Sustainability Appraisal (SA) and Strategic Environmental  
Assessment (SEA)**

**Environmental Report – Preferred Options:**

**Annex A - Plans and Programmes**

**June 2016**



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## 1 Introduction

### 1.1 Background

Braintree District Council, Colchester Borough Council and Tendring District Council, together forming the 'North Essex Authorities,' in conjunction with Essex County Council as a key partner in its strategic role for infrastructure and service provision, commissioned Place Services of Essex County Council to undertake an independent Sustainability Appraisal (SA) for a Common Strategic Part 1 for Common Strategic Part 1.

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

This document is Annex A to the Environmental Report of the SA for the Common Strategic Part 1 for Common Strategic Part 1. It includes a comprehensive description of relevant plans and programmes. The content of these plans and programmes can also assist in the identification of any conflicting content of plans and programmes in accumulation.

### 1.2 Identifying Other Relevant Policies, Plans and Programmes

The SEA Directive requires the production of the following information:

An outline of the plan or programme's "relationship with other relevant plans and programmes." Annex 1(a) and

"The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation" Annex I (e)

The Common Strategic Part 1 for Common Strategic Part 1 includes policies equating to a range of social, environmental and economic aspirations. The relationship between various policies, plans, programmes and sustainability objectives may influence the Common Strategic Part 1 for Common Strategic Part 1 and this SA. The relationships are analysed to:

- identify any external social, environmental or economic objectives that should be reflected in the SA process;
- identify external factors that may have influenced the preparation of the document; and
- determine whether the policies in other plans and programmes might lead to cumulative or synergistic effects when combined with policies.

Engaging in this process enables documents to take advantage of any potential synergies and to attend to any inconsistencies and constraints. The plans and programmes have been categorised by a hierarchy of influence from national to sub-national to local however, it must be noted that no list of plans and programmes can be definitive.

## 2 List of Relevant Plans and Programmes

The following tables offer a reference to the plans and programmes relevant to the Common Strategic Part 1 and the accompanying SA.

**Table 1: List of Plans and Programmes**

International Plans and Programmes
European Commission (EC) (2011) A Resource-Efficient Europe – Flagship Initiative Under the Europe 2020 Strategy, Communication from the Commission to the European Parliament, the Council, The European Economic and Social Committee of the Regions.
European Landscape Convention (Florence, 2002)
European Union Water Framework Directive 2000
European Union Nitrates Directive 1991
European Union Directive on the Landfill of Waste 1999
European Directive concerning urban waste-water treatment 1991
European Union Noise Directive 2002
European Union Floods Directive 2007
European Union Air Quality Directive 2008 (2008/50/EC) and previous directives (96/62/EC; 99/30/EC; 2000/69/EC & 2002/3/EC)
European Union Directive on the Conservation of Wild Birds 2009
European Union Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora 1992
European Union Directive on Waste 2008
European Community Biodiversity Strategy to 2020
United Nations Kyoto Protocol
World Commission on Environment and Development 'Our Common Future' 1987
The World Summit on Sustainable Development Johannesburg Summit 2002
Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations).
The Conservation of Habitats and Species Regulations, 2010
Review of the European Sustainable Development Strategy (2009)
Environment 2010: Our Future, Our Choice (2003)
SEA Directive 2001
The Industrial Emissions Directive 2010

Energy Performance of Buildings Directive 2010 on the energy performance of buildings 2010/31/EU
The Drinking Water Directive 1998
The Packaging and Packaging Waste Directive 1994
EU Seventh Environmental Action Plan (2002-2012)
European Spatial Development Perspective (1999)
European Convention on the Protection of the Archaeological Heritage (Valletta, 1992)
Aarhus Convention (1998)
<b>National Plans and Programmes</b>
Planning Practice Guidance (2014)
The Localism Act 2011
National Planning Policy Framework (March 2012)
The Future of Transport White Paper 2004
Housing Act (2004)
Building a Greener Future: Policy Statement (July 2007)
Community Infrastructure Levy Guidance (April 2013)
Underground, Under Threat - Groundwater protection: policy and practice (GP3)
Model Procedures for the Management of Land Contamination – Contaminated Land Report 11 (September 2004)
Natural Environment and Rural Communities Act 2006
Countryside and Rights of Way Act 2000
Planning and Compulsory Purchase Act 2004
The Education (School Information) (England) (Amendments) Regulations, 2002
Childcare Act, 2006
Flood & Water Management Act 2009
The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)
Safeguarding Our Soils: A Strategy for England (2009)
Natural Environment White Paper: The Natural Choice: Securing the Value of Nature (2011)

The National Adaptation Programme – Making the Country Resilient to a Changing Climate (2013)
Planning Policy for Traveller Sites (2012)
National Planning Policy for Waste (2014)
Adapting to Climate Change: Ensuring Progress in Key Sectors (2013)
DECC National Energy Policy Statement EN1 (2011)
DCLG: An Introduction to Neighbourhood Planning (2012)
JNCC/Defra UK Post-2010 Biodiversity Framework (2012)
Mainstreaming Sustainable Development (2011)
PPS 5 Historic Environment Guide (2010)
UK Marine Policy Statement, HM Government (2011)
Electricity Market Reform White Paper 2011
Water White Paper (2011)
Urban White Paper (2000)
Rural White Paper (2000)
DfT (2013) Door to Door: A strategy for improving sustainable transport integration
DCLG (2011) Laying the Foundations: A Housing Strategy for England
DEFRA (2011) Securing the Future: Delivering UK Sustainable Development Strategy
Department of Health (2010) Healthy Lives, Healthy People: our Strategy for public health in England
DECC (2011) UK Renewable Energy Roadmap (updates setting out progress and changes to the strategy dated 2013 and 2013)
Community Energy Strategy (DECC, 2014)
The National Flood and Coastal Erosion Risk Management Strategy for England (Environment Agency, 2011)
Waste prevention programme for England: Prevention is better than cure – The role of waste prevention in moving to a more resource efficient economy (HM Government, 2013)
Future Water: The Government’s Water Strategy for England (DEFRA, 2008)
Water for People and the Environment: Water Resources Strategy for England and Wales (Environment Agency, 2009)
Safeguarding our Soils: A Strategy for England (DEFRA, 2009)
The Code for Sustainable Homes: Setting the standard in sustainability for new homes (DCLG, 2008)

Sub-national Plans and Programmes
Essex and Southend Replacement Structure Plan – Saved Policy Direction (2001)
Essex Gypsy and Traveller and Travelling Showpeople Accommodation Assessment – on behalf of EPOA (July 2014)
Looking Back, Moving Forward – Assessing the Housing Needs of Gypsies and Travellers in Essex (2006)
Greater Essex Demographic Forecasts Phases 1 & 2 & 3 (2012)
Essex Transport Strategy: the Local Transport Plan for Essex (2011)
2011 Essex Biodiversity Action Plan
Commissioning School Places in Essex 2015-2020
Essex County Council Joint Municipal Waste Management Strategy 2007-2032
River Basin Management Plan Anglian River Basin District (draft 2015)
Essex Wildlife Trust Living Landscape plans
Essex Wildlife Trust Living Landscape Statements
Essex Rural Strategy: 2020 Vision for Rural Essex 2010
ECC Parking Standards: Design and Good Practice Adopted by UDC (September 2009)
The Essex Local Area Agreement – ‘Health and Opportunity for the People of Essex’ 2008 – 2011 (2010 Refresh)
ECC Development Management Policies (February 2011)
The Essex Strategy 2008 – 2018
Economic Plan for Essex (2014)
Sustainable Drainage Systems Design and Adoption Guide 2012
Essex Minerals Local Plan (2014)
Essex Waste Local Plan (adopted 2001) and Replacement Waste Local Plan (submitted June 2016).
Haven Gateway: Programme of Development: A framework for Growth, 2008 – 2017 (2007)
Haven Gateway: Integrated Development Plan (2008)
Anglian Water Business Plan (2015-2020) (2012)
Draft Water Resource Management Plan (2014-2039) (2014)
Anglian River Basin Management Plan (2014/2015) (2009)

Combined Essex Catchment Abstraction Management Plan (2013)
Haven Gateway Water Cycle Study: Stage 1 and 2 Reports (2008)
South East LEP Growth Deal and Strategic Economic Plan (2004)
The Essex County Council Developers' Guide to Infrastructure Contributions (Revised Edition 2016)
Vision for Essex 2013-2017: Where Innovation Brings Prosperity (2013)
Corporate Outcomes Framework 2014-2018 Essex County Council (2014)
Colchester Town Draft Surface Water Management Plan (2014)
A12/A120 Route Based Strategy (2013)
Highway Authority's Development Management Policies (2011)
Essex Economic Growth Strategy (2012)
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 Transport Strategy: The Local Transport Plan for Essex (June 2011)
<b>Common Strategic Part 1 and Programmes</b>
Retail and Town Centre Uses Study Colchester Borough Council: Retail Update (2013)
Landscape Character Assessment (Chris Blandford Associates, September 2006)
Habitat Regulations Assessment Survey and Monitoring Programme, Final Report, Colchester Borough Council (December 2013)
Colchester Water Cycle Study (2008)
Strategic Housing Market Assessment (SHMA) (2014)
Creative Colchester Strategy & Action Plan (2012)
PPG17 Colchester Open Space , Sport & Recreation Study (2008)
Safer Colchester Partnership: Strategic Assessment of Crime and Annual Partnership Plan 2012-2013 (2012)
Townscape Character Assessment (2006)
Scott Wilson Strategic Flood Risk Assessment (2008)

Strategic Part 1 - Sustainability Appraisal: Preferred Options: Annex A (June 2016)

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 Borough Council's Comprehensive Climate Risk Assessment (2010)
Colchester Borough Council Landscape Strategy (2013)
Colchester Cycling Strategy SPD (2012)
Core Strategy (2008)
Development Policies DPD (2010)
Site Allocations Policies DPD (2010)
Colchester Borough Green Infrastructure Strategy (2011)
Colchester Coastal Protection Belt Review (Chris Blandford's Associates 2016)
Tendring economic development strategy (2013)
Tendring SHMA (2013)
Babergh Adopted Core Strategy and Adopted Policies (2011 – 2031) Local Plan Document (2014)
Braintree District Core Strategy (2011)
Sustainable Development, Tendring District Council Local Plan Proposed Submission Draft Written Statement 2012 (as amended by the 2014 Focused Changes)
Strategic Flood Risk Assessment (SFRA) (2009)
Tendring Open Space Strategy (October 2009)
Landscape Character Assessment, Vol. 1 & Vol. 2, Land Use Consultants on behalf of Tendring District Council, November 2001
Affordable Housing Viability Study, Tribal Consulting Ltd, October 2010, Viability Testing, Peter Brett, August 2013, reports prepared on behalf of Tendring District Council
Clacton Town Centre Vision, Intend, 2009
Celebrate-on-Sea – 'Putting the fun back into Clacton (2010)
Infrastructure Study, Part 2 (January 2010)

Tendring District Historic Characterisation Project, Essex County Council, 2008
Tendring Geodiversity Characterisation Report, Essex County Council, 2009
Habitat Regulations Assessment Survey and Monitoring, Year 3 Interim Report, Colchester Borough Council, November 2012
Climatic Change Strategy 2010-2016, Tendring District Council
Retail Study Update (September 2010)

### 3 Review of Plans and Programmes

#### 3.1 Review of International Plans and Programmes

International Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Plan/ SA
European Commission (EC) (2011)	<p>The policy aims to enjoy the benefits of a resource-efficient and low-carbon economy, through achieving three conditions:</p> <ul style="list-style-type: none"> <li>• First, to take coordinated action in a wide range of policy areas and this action needs political visibility and support.</li> <li>• Second, act urgently due to long investment lead-times. While some actions will have a positive impact on growth and jobs in the short-term, others require an upfront investment and have long pay-back times, but will bring real economic benefits for the EU economy for decades to come.</li> <li>• Third, to empower consumers to move to resource-efficient consumption, to drive continuous innovation and ensure that efficiency gains are not lost.</li> </ul>	<p>The Common Strategic Part 1 should take regard of these principles in order contribute to the aspirations outlined by the EU.</p>
European Landscape Convention (Florence, 2002)	<p>The convention promotes landscape protection, management and planning.</p>	<p>The Common Strategic Part 1 should adhere to landscape issues. The SA also includes criteria to protect the archaeological heritage.</p>
European Union Water Framework Directive 2000	<p>The framework amalgamates multiple directives into one to provide the operational tool for water treatment, setting the objectives for water protection for the future. Directives included in the framework are:</p> <ul style="list-style-type: none"> <li>• the Urban Waste Water Treatment Directive, providing for secondary (biological) waste water treatment, and even more stringent treatment where necessary.</li> <li>• the Nitrates Directive, addressing water pollution by nitrates from agriculture.</li> </ul>	<p>Treatment and recycling water in this way is a necessity for developments over a population threshold to adhere to the EU directive. The Common Strategic Part 1 should have regard to waste water provisions and considerations.</p>

International Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Plan/ SA
	<ul style="list-style-type: none"> <li>• a new Drinking Water Directive, reviewing the quality standards and, where necessary, tightening them (adopted November 1998),</li> <li>• a Directive for Integrated Pollution and Prevention Control (IPPC), adopted in 1996, addressing pollution from large industrial installations.</li> </ul>	
<p>European Directive concerning urban waste-water treatment 1991</p>	<p>The Directive requires:</p> <ul style="list-style-type: none"> <li>• The Collection and treatment of waste water in all agglomerations of more than 2000 population equivalents (p.e.);</li> <li>• Secondary treatment of all discharges from agglomerations of more than 2000 p.e., and more advanced treatment for agglomerations more than 10 000 population equivalents in designated sensitive areas and their catchments;</li> <li>• A requirement for pre- authorisation of all discharges of urban wastewater, of discharges from the food-processing industry and of industrial discharges into urban wastewater collection systems;</li> <li>• Monitoring of the performance of treatment plants and receiving waters; and</li> <li>• Controls of sewage sludge disposal and re-use, and treated waste water re-use whenever it is appropriate.</li> </ul>	<p>The Common Strategic Part 1 should have regard to waste water provision implications and considerations.</p>
<p>European Union Nitrates Directive 1991</p>	<p>The Nitrates Directive (1991) aims to protect water quality across Europe by preventing nitrates from agricultural sources polluting ground and surface waters and by promoting the use of good farming practices.</p>	<p>The Common Strategic Part 1 should have regard to waste water provision implications and considerations.</p>
<p>European Union Floods Directive 2007</p>	<p>The purpose of this Directive is to establish a framework for the assessment and management of flood</p>	<p>Flood risk considerations in the Common Strategic Part 1 should be informed by the approach within the</p>

International Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Plan/ SA
	risks, aiming at the reduction of the adverse consequences for human health, the environment, cultural heritage and economic activity associated with floods in the Community.	EU Floods Directive.
European Union Air Quality Directive 2008 including previous versions.	<p>Council Directive 96/62/EC on ambient air quality assessment and management.</p> <p>Council Directive 1999/30/EC relating to limit values for sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air.</p> <p>Directive 2000/69/EC of the European Parliament and of the Council relating to limit values for benzene and carbon monoxide in ambient air.</p> <p>Directive 2002/3/EC of the European Parliament and of the Council relating to ozone in ambient air.</p> <p>This new Directive includes the following key elements:</p> <ul style="list-style-type: none"> <li>• that most of existing legislation be merged into a single directive (except for the fourth daughter directive) with no change to existing air quality objectives*</li> <li>• New air quality objectives for PM2.5 (fine particles) including the limit value and exposure related objectives – exposure concentration obligation and exposure reduction target</li> <li>• the possibility to discount natural sources of pollution when assessing compliance against limit values</li> <li>• possibility for time extensions of three years (PM10) or up to five years (NO2, benzene) for complying with limit values, based on conditions and the assessment by the European Commission.</li> </ul> <p>* Framework Directive 96/62/EC, 1-3 daughter Directives 1999/30/EC, 2000/69/EC, 2002/3/EC, and Decision on Exchange of Information 97/101/EC.</p>	Air quality management principles relating to the range of pollutant gases outlines within the EU Air Quality Directive are a consideration for Common Strategic Part 1 and the SA.

International Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Plan/ SA
<p>European Union Directive on the Conservation of Wild Birds 2009</p>	<p>This Directive relates to the conservation of all species of naturally occurring birds in the wild state in the European territory of the Member States to which the Treaty applies. It covers the protection, management and control of these species and lays down rules for their exploitation.</p> <p>It shall apply to birds, their eggs, nests and habitats.</p>	<p>Conservation of bird species must be incorporated in ecological considerations when assessing the viability of a development. The Common Strategic Part 1, in conjunction LPA Local Plans, should evaluate the impact on bird habitats and include this consideration in the environmental assessment of potential growth.</p>
<p>European Union Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora 1992</p>	<p>The aim of this Directive shall be to contribute towards ensuring bio-diversity through the conservation of natural habitats and of wild fauna and flora in the European territory of the Member States to which the Treaty applies.</p>	<p>The Common Strategic Part 1 should seek to ensure the conservation of habitats supporting ecological variance. This directive can inform approaches to the protection of ecologically significant sites.</p>
<p>European Union Directive on Waste 2008</p>	<p>This Directive lays down measures to protect the environment and human health by preventing or reducing the adverse impacts of the generation and management of waste and by reducing overall impacts of resource use and improving the efficiency of such use.</p>	<p>Consideration should be given to waste management and disposal in strategic planning and in Local Plan content.</p>
<p>European Union Biodiversity Strategy to 2020</p>	<p>This strategy aims to conserve biodiversity within Europe in an attempt to achieve the following target and vision:</p> <p>2020 headline target</p> <ul style="list-style-type: none"> <li>• Halting the loss of biodiversity and the degradation of ecosystem services in the EU by 2020, and restoring them in so far as feasible, while stepping up the EU contribution to averting global biodiversity loss.</li> </ul> <p>2050 vision</p> <ul style="list-style-type: none"> <li>• By 2050, European Union biodiversity and the ecosystem services it provides — its natural capital — are protected, valued and appropriately restored for biodiversity's intrinsic value and for their essential contribution to</li> </ul>	<p>The Common Strategic Part 1 and SA should have regard the impact of developments on the environment and biodiversity and include this consideration as a factor when evaluating the suitability of a site for development.</p>

International Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Plan/ SA
	<p>human wellbeing and economic prosperity, and so that catastrophic changes caused by the loss of biodiversity are avoided.</p>	
<p>United Nations Kyoto Protocol</p>	<p>This protocol aims to Implement and/or further elaborate policies and measures for member states in accordance with its national circumstances, such as:</p> <ul style="list-style-type: none"> <li>• Enhancement of energy efficiency in relevant sectors of the national economy;</li> <li>• Protection and enhancement of sinks and reservoirs of greenhouse gases not controlled by the Montreal Protocol, taking into account its commitments under relevant international environmental agreements; promotion of sustainable forest management practices, afforestation and reforestation;</li> <li>• Promotion of sustainable forms of agriculture in light of climate change considerations;</li> <li>• Research on, and promotion, development and increased use of, new and renewable forms of energy, of carbon dioxide sequestration technologies and of advanced and innovative environmentally sound technologies;</li> <li>• Progressive reduction or phasing out of market imperfections, fiscal incentives, tax and duty exemptions and subsidies in all greenhouse gas emitting sectors that run counter to the objective of the Convention and application of market instruments;</li> <li>• Encouragement of appropriate reforms in relevant sectors aimed at promoting policies and measures which limit or reduce emissions of greenhouse gases not controlled by the Montreal</li> </ul>	<p>The Common Strategic Part 1 should attempt to create new developments that adhere to the low carbon and low emissions ethos that is within the Kyoto Protocol. Any development that utilises new technologies, techniques or materials should be explored in the Common Strategic Part 1 where possible and appropriate.</p>

International Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Plan/ SA
	<p>Protocol;</p> <ul style="list-style-type: none"> <li>• Measures to limit and/or reduce emissions of greenhouse gases not controlled by the Montreal Protocol in the transport sector;</li> <li>• Limitation and/or reduction of methane emissions through recovery and use in waste management, as well as in the production, transport and distribution of energy</li> </ul>	
<p>World Commission on Environment and Development 'Our Common Future' 1987</p>	<p>This report aims were:</p> <p>to propose long-term environmental strategies for achieving sustainable development by the year 2000 and beyond; to recommend ways concern for the environment may be translated into greater co-operation among developing countries and between countries at different stages of economic and social development and lead to the achievement of common and mutually supportive objectives that take account of the interrelationships between people, resources, environment, and development;</p> <ul style="list-style-type: none"> <li>• to consider ways and means by which the international community can deal more effectively with environment concerns; and</li> <li>• to help define shared perceptions of long-term environmental issues and the appropriate efforts needed to deal successfully with the problems of protecting and enhancing the environment, a long term agenda for action during the coming decades, and aspirational goals for the world community.</li> </ul>	<p>The Common Strategic Part 1 should have to contribute to the co-operative effort to reduce the environmental impacts of development through policy to promote more efficient and carbon neutral techniques and materials in design and construction.</p>
<p>The World Summit on Sustainable Development Johannesburg Summit 2002</p>	<p>The Summit sought to address social, environmental and economic with particular focus on the issues facing some of the most deprived people across the world. It aimed to:</p> <ul style="list-style-type: none"> <li>• halve the proportion of the world's population that lives on less than</li> </ul>	<p>Issues surrounding climate change and renewable energy have significant implications for development. The Common Strategic Part 1 should strive to produce developments of low carbon housing and reduce environmental degradation through</p>

International Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Plan/ SA
	<p>\$1 a day;</p> <ul style="list-style-type: none"> <li>• halve the number of people living without safe drinking water or basic sanitation; and</li> <li>• reduce mortality rates for infants and children under five by two thirds, and maternal mortality by three quarters;</li> </ul> <p>Other provisions address a comprehensive range of environmental and development issues, such as climate change, energy, agriculture, trade, African development, and small island States. The Implementation Plan calls for a substantial increase in use of renewable sources of energy "with a sense of urgency". Although it sets no specific targets; implementation of a new global system for classification and labelling of chemicals was discussed in an attempt to restore depleted fish stocks.</p>	<p>responsible design and construction practices.</p>
<p>Environmental Assessment of Plans and Programmes Regulations (SEA Regulations)</p>	<p>These regulations transpose the requirements of the SEA Directive (2001/42/EC) into national law.</p> <p>The SEA Directive sets out the requirement for an environmental assessment to be undertaken when preparing certain plans and programmes and also details which types of plans and programmes are likely to be subject to SEA.</p> <p>The regulations also set out procedures for preparing the environmental report and consultation.</p>	<p>The regulations to which this SA must adhere to be legally compliant and pass the test of soundness at the submission stage.</p>
<p>The Conservation of Habitats and Species Regulations</p>	<p>These regulations transpose the Habitats Directive into national law, and updates and consolidates all the amendments to the Regulations since they were first made in 1994.</p> <p>They set out protection and registry of European sites, including SACs and SPAs classified under the Birds Directive. They also make special provisions for the protection of European marine sites and the preservation of</p>	<p>The Common Strategic Part 1 must ensure the protection of sites of European Significance in relation to their flora and fauna, and enter into the agreement that compensatory measures will be required where damage may occur through development or the carrying out of extraction. This will be ensured through an HRA (and AA if required) of Local Plans.</p>

International Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Plan/ SA
	protected species.	
Review of the European Sustainable Development Strategy, European Commission, 2009	<p>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.</p> <p>Significant additional efforts are needed to:</p> <ul style="list-style-type: none"> <li>• curb and adapt to climate change,</li> <li>• to decrease high energy consumption in the transport sector; and</li> <li>• to reverse the current loss of biodiversity and natural resources.</li> </ul>	<p>The Common Strategic Part 1 should develop policies that take account of the Directive as well as more detailed policies derived from the Directive at the national level.</p> <p>The Strategy also informs the SA in the development of relevant objectives and criteria regarding climate change, energy and biodiversity.</p>
Environment 2010: Our Future, Our Choice (2003)	<p>Tackling Climate Change objectives:</p> <ul style="list-style-type: none"> <li>• 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);</li> <li>• In the longer term we need to reduce global emissions even further by approximately 20-40% on 1990 levels by 2020;</li> <li>• 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.</li> <li>• Protecting Nature and Wildlife objectives:</li> <li>• Protect our most valuable habitats through extending the Community's Natura 2000 programme;</li> <li>• Put in place action plans to</li> </ul>	<p>The Common Strategic Part 1 should develop policies that take account of the Directive as well as more detailed policies derived from the Directive at the national level.</p> <p>The Strategy also informs the SA in the development of relevant objectives and criteria regarding climate change, energy and biodiversity.</p>

International Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Plan/ SA
	<p>protect biodiversity;</p> <ul style="list-style-type: none"> <li>• Develop a strategy to protect the marine environment;</li> <li>• Extend national and regional programmes to further promote sustainable forest management;</li> <li>• Introduce measures to protect and restore landscapes;</li> <li>• Develop a strategy for soil protection;</li> <li>• Co-ordinate Member States' efforts in handling accidents and natural disasters.</li> </ul>	
<p>The Industrial Emissions Directive 2010</p> <p>Directive 2010/75/EU on industrial emissions (integrated pollution prevention and control)</p>	<p>Lays down rules on integrated prevention and control of pollution arising from industrial activities. It also lays down rules designed to prevent or, where that is not practicable, to reduce emissions into air, water and land and to prevent the generation of waste, in order to achieve a high level of protection of the environment taken as a whole.</p> <p>The Directive sets emission limit values for substances that are harmful to air or water.</p>	<p>The Common Strategic Part 1 should consider policies that take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.</p>
<p>Energy Performance of Buildings Directive 2010 on the energy performance of buildings 2010/31/EU</p>	<p>The Directive aims to promote the energy performance of buildings and building units.</p> <p>It requests that member states adopt either national or regional methodology for calculating energy performance and minimum requirements for energy performance.</p>	<p>Policies and allocations should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.</p>
<p>The Drinking Water Directive 1998</p> <p>Directive 98/83/EC on the quality of water intended for human consumption</p>	<p>Protect human health from the adverse effects of any contamination of water intended for human consumption by ensuring that it is wholesome and clean.</p> <p>Member States must set values for water intended for human consumption.</p>	<p>The Common Strategic Part 1 should develop policies that take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.</p>
<p>EU Seventh Environmental Action Plan (2002-2012)</p>	<p>The EU's objectives in implementing the programme are:</p> <p>(a) to protect, conserve and enhance the Union's natural capital;</p>	<p>The Common Strategic Part 1 should develop policies that take account of the Directive as well as more detailed policies derived from</p>

International Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Plan/ SA
	<p>(b) to turn the Union into a resource-efficient, green and competitive low-carbon economy;</p> <p>(c) to safeguard the Union's citizens from environment-related pressures and risks to health and wellbeing;</p> <p>(d) to maximise the benefits of the Union's environment legislation;</p> <p>(e) to improve the evidence base for environment policy;</p> <p>(f) to secure investment for environment and climate policy and get the prices right;</p> <p>(g) to improve environmental integration and policy coherence;</p> <p>(h) to enhance the sustainability of the Union's cities;</p> <p>(i) to increase the Union's effectiveness in confronting regional and global environmental challenges.</p>	<p>the Directive contained in the NPPF.</p>
<p>European Spatial Development Perspective (1999)</p>	<p>Economic and social cohesion across the community. Conservation of natural resources and cultural heritage. Balanced competitiveness between different tiers of government.</p>	<p>The Common Strategic Part 1 should develop policies that take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.</p>
<p>European Convention on the Protection of the Archaeological Heritage (Valletta, 1992)</p> <p>Revision of the 1985 Granada Convention</p>	<p>Protection of the archaeological heritage, including any physical evidence of the human past that can be investigated archaeologically both on land and underwater.</p> <p>Creation of archaeological reserves and conservation of excavated sites.</p>	<p>The Common Strategic Part 1 should develop policies and ensure development principles that take account of the Convention.</p>
<p>Aarhus Convention (1998)</p>	<p>Established a number of rights of the public with regard to the environment. Local authorities should provide for:</p> <p>The right of everyone to receive environmental information.</p> <p>The right to participate from an early stage in environmental decision making.</p> <p>The right to challenge in a court of law public decisions that have been made without respecting the two rights above</p>	<p>The Common Strategic Part 1 should develop policies that take account of the Convention.</p> <p>The Convention also ensures that the public are involved and consulted at all relevant stages of SA production.</p>

International Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Plan/ SA
	or environmental law in general.	

### 3.2 Review of National Plans and Programmes

National Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
National Planning Practice Guidance	This web-based resource provides guidance to support the National Planning Policy Framework and its application in practice. It is also easy to link easily between the National Planning Policy Framework and relevant planning practice guidance, as well as between different categories of guidance.	Provides guidance on the preparation of Common Strategic Part 1 and accompanying SA.
Localism Act 2011	The Localism Act provides a general power of competence for local authorities in England. It gives these authorities the same power to act that an individual generally has and provides that the power may be used in innovative ways, that is, in doing things that are unlike anything that a local authority – or any other public body – has done before, or may currently do. Where an authority can do something under the power, the starting point is that there are to be no limits as to how the power can be exercised. The power, does not need to be exercised for the benefit of any particular place or group, and can be exercised anywhere and in any way.	The Localism Act gave new powers to local authorities to support a much more localised approach to development than had previously been possible. Following this, the Common Strategic Part 1 can utilise statistics and information relating only to the Districts to inform planning policy and allow the focus to be primarily concerned with the benefits for the local population.
National Planning Policy Framework	<p>This framework sets out the Government’s planning policies for England and how these are expected to be applied. It replaces all Planning Policy Statements and Planning Policy Guidance.</p> <p>The framework seeks to contribute to the achievement of sustainable development by pursuing economic, environmental and social gains jointly and simultaneously through the planning system. It defines planning as having:</p> <ul style="list-style-type: none"> <li>• an economic role – contributing to building a strong, responsive and</li> </ul>	The Common Strategic Part 1 must be in conformity with this national planning document in order to ensure development is sustainable. Therefore, the Common Strategic Part 1 should be consistent with the principles and policies set out in this Framework, including the presumption in favour of sustainable development.

National Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>competitive economy,;</p> <ul style="list-style-type: none"> <li>• a social role – supporting strong, vibrant and healthy communities; and</li> <li>• an environmental role – contributing to protecting and enhancing our natural, built and historic environment.</li> </ul> <p>The framework sets out 12 core land-use planning principles that local planning authorities should follow and provides guidance on preparing Local and Neighbourhood Plans and on determining planning applications.</p> <p>The framework also describes the role of planning in delivering sustainable development under 14 themes. These are:</p> <ul style="list-style-type: none"> <li>• Building a strong, competitive economy</li> <li>• Ensuring the vitality of town centres</li> <li>• Supporting a prosperous rural economy</li> <li>• Promoting sustainable transport</li> <li>• Supporting high quality communications infrastructure</li> <li>• Delivering a wide choice of high quality homes</li> <li>• Requiring good design</li> <li>• Promoting healthy communities</li> <li>• Protecting Green Belt land</li> <li>• Meeting the challenge of climate change, flooding and coastal change</li> <li>• Conserving and enhancing the natural environment</li> <li>• Conserving and enhancing the historic environment</li> <li>• Facilitating the sustainable use of minerals</li> </ul> <p>A key part of the NPPF is the presumption in favour of sustainable</p>	

National Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	development which is relevant to both plan making and decision making.	
The Future of Transport White Paper	<p>Ensure we can benefit from mobility and access while minimising the impact on other people and the environment, now and in the future.</p> <p>Get the best out of our transport system without damaging our overall quality of life. Develop strategies that recognise that demand for travel will increase in the future.</p> <p>Work towards a transport network that can meet the challenges of a growing economy and the increasing demand for travel but can also achieve the government's environmental objectives.</p> <p>The key targets are: 20% reduction in carbon dioxide emissions by 2010 and 60% reduction by 2050. Transport is currently responsible for about a quarter of total emissions.</p>	<p>Informs the Part 1 in promoting public transport use rather than increasing reliance on the car.</p> <p>Informs the SA to formulate appropriate objectives and criteria to reduce the need to travel and improve choice and use of sustainable transport modes.</p>
Housing Act 2004	<p>Protect the most vulnerable in society and help create a fairer and better housing market.</p> <p>Strengthen the Government's drive to meet its 2010 decent homes target.</p>	Informs the Part 1 in developing policies that help to create a fairer and better housing market.
Building a Greener Future: Policy Statement	<p>This document sets out the Government's intention for all new homes to be zero carbon by 2016 with a major progressive tightening of the energy efficiency building regulations - by 25 per cent in 2010 and by 44 per cent in 2013 - up to the zero carbon target in 2016. In addition, the government introduced a time-limited stamp duty land tax relief with effect from 1 October 2007 for new homes built to a zero carbon standard.</p>	The Common Strategic Part 1 should have regard to this policy statement and include measures which seek to achieve the targets set. New dwellings should strive to fulfil the aim of zero carbon housing wherever possible.
Community Infrastructure Levy Guidance	<p>The Community Infrastructure Levy (the levy) came into force in April 2010. It allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of infrastructure that is needed as a result of development.</p>	Informs the Part 1 and SA of the infrastructure deliverability of strategic growth proposals.

National Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>The Community Infrastructure Levy charging authorities (charging authorities) in England will be district and metropolitan district councils, London borough councils, unitary authorities, national park authorities, The Broads Authority and the Mayor of London. These bodies all prepare development plans for their areas, which are informed by assessments of the infrastructure needs for which the levy may be collected.</p>	
<p>Underground, Under Threat - Groundwater protection: policy and practice (GP3)</p>	<p>This document sets out the Environment Agency's (EA) aims and objectives for groundwater, their technical approach to its management and protection, the tools they use to do their work and the main policies and approach to the application of legislation. The main aims are:</p> <ul style="list-style-type: none"> <li>• To encourage co-operation between the EA and other bodies with statutory responsibilities for the protection of groundwater;</li> <li>• To promote policies, so that land-users and potential developers may anticipate how the EA are likely to respond to a proposal or activity;</li> <li>• To influence the decisions of other organisations on issues the EA are concerned about but which they do not regulate;</li> <li>• To ensure that groundwater protection and management are consistent with EA's Vision for the environment and a sustainable future; and</li> <li>• To provide vital information and background on groundwater protection in England and Wales.</li> </ul>	<p>Informs the SA in developing relevant objectives and criteria.</p>
<p>Model Procedures for the Management of Land Contamination – Contaminated</p>	<p>The Model Procedures for the Management of Land Contamination provides the technical framework for structured decision making about land contamination. They encourage the formalisation of outputs from the process in the form of written records that contain details of specific project objectives,</p>	<p>Informs the SA in developing relevant objectives and criteria.</p>

National Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
Land Report 11	<p>decisions and assumptions, as well as recommendations and other specific outputs.</p> <p>The Model Procedures have been developed to provide the technical framework for applying a risk management process when dealing with land affected by contamination. The process involves identifying, making decisions on, and taking appropriate action to deal with land contamination in a way that is consistent with government policies and legislation within the UK.</p> <p>The technical approach presented in the Model Procedures is designed to be applicable to a range of non-regulatory and regulatory contexts that includes:</p> <ul style="list-style-type: none"> <li>• Development or redevelopment of land under the planning regime</li> <li>• Regulatory intervention under Part IIA of the Environment Protection Act 1990 or Part III of the Waste &amp; Contaminated Land (Northern Ireland) Order 1997</li> <li>• Voluntary investigation and remediation</li> <li>• Managing potential liabilities of those responsible for individual sites or a portfolio of sites</li> </ul>	
Natural Environment and Rural Communities Act	This document relates to nature conservation, biodiversity, SSSIs and Rights of Way amongst others in regards to a duty to protect, and enforce codes of conduct in relation to these designated and non-designated elements of the environment.	The Common Strategic Part 1 can influence the protection of these designations and non-designated elements of the environments through policy and appropriate site requirements.
Countryside and Rights of Way Act 2000	Further information on Rights of Way in relation to nature conservation with wildlife protection, SSSIs and biological diversity amongst other elements of the environment, including regulations to restrict the impacts of vehicles on the environment.	The Common Strategic Part 1 can influence the protection of these designations and non-designated elements of the environments through policy and appropriate site requirements.
Planning and Compulsory Purchase Act	The PCPA requires local authorities to produce a local plan to guide future development and change within its area.	The RPB (in this case the three District Councils) must: a) Carry out an appraisal of the

National Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>The act aims to promote sustainable development by requiring a Sustainability Appraisal to be produced for all Common Strategic Part 1, encouraging the integration of social, environmental and economic considerations into development documents.</p>	<p>sustainability of the proposals in the draft</p> <p>b) Prepare a report of the findings of the appraisal</p> <p>This appraisal informs the viability of any developments against economic, social and environmental effects, in order to assess the sustainability of any developments within the locality.</p>
<p>The Education (School Information) (England) (Amendments) Regulations, 2002</p>	<p>Amended version of the Education Regulations which, among other items of information, requires local authorities to publish their Sustainable Modes of Travel Strategy.</p>	<p>The Common Strategic Part 1 contains sustainable travel objectives and as such, should be informed by the travel methods of school pupils to contribute to the achievement of sustainable travel targets.</p>
<p>Childcare Act 2006</p>	<p>This Act sets out the power and duties of local authorities and other bodies in England in relation to the improvement of the well-being of young children; to make provision about the powers and duties of local authorities in England and Wales in relation to the provision of childcare and the provision of information to parents and other persons; to make provision about the regulation and inspection of childcare provision in England.</p>	<p>This act affects the powers of the local authority available for use in the Common Strategic Part 1 to contribute to the health and social wellbeing of children and young people within the strategic area.</p>
<p>Flood &amp; Water Management Act 2009</p>	<p>This Environment Agency document attempts to achieve the target of developing, maintaining, applying and monitoring a strategy for flood and coastal erosion risk management in England (a “national flood and coastal erosion risk management strategy”).</p> <p>This is to ensure a transparent and consistent level of service when ECC is responding to planning enquires. As part of a National Framework, a Sustainable Drainage Design and Adoption Guide has been produced, working in partnership with other partner local authorities and establishing an officer working group.</p>	<p>Working in a partnership to create county specific flood risk assessments and solutions ensures an appropriate and effective prevention and mitigation measures are identified. The Common Strategic Part 1 should regard this information to identify the risk of flooding for any new developments and evaluate the viability of any site locations.</p>
<p>The Air Quality Strategy for England,</p>	<p>Make sure that everyone can enjoy a level of ambient air quality in public spaces, which poses no significant risk to health or quality of life.</p>	<p>Informs the SA in developing relevant objectives and criteria.</p>

National Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
Scotland, Wales and Northern Ireland, Defra (2007)	<p>Render polluting emissions harmless.</p> <p>Sets air quality standards for 13 air pollutants.</p>	
Safeguarding Our Soils: A Strategy for England (2009)	<p>By 2030, the strategy aims to have all of England's soils to be managed sustainably and degradation threats tackled successfully. This will improve the quality of England's soils and safeguard their ability to provide essential services for future generations.</p> <ul style="list-style-type: none"> <li>• agricultural soils will be better managed and threats to them will be addressed;</li> <li>• soils will play a greater role in the fight against climate change and in helping us to manage its impacts;</li> <li>• soils in urban areas will be valued during development, and construction practices will ensure vital soil functions can be maintained;</li> <li>• pollution of our soils is prevented, and our historic legacy of contaminated land is being dealt with.</li> </ul>	<p>Soil quality has a key role in water quality, climate change issues and the historic legacy and health of the environment. The Common Strategic Part 1 should attempt to retain and protect soil quality through construction techniques. Through aligning with the strategy, development can occur responsibly without causing soil degradation.</p>
Natural Environment White Paper: The Natural Choice: Securing the Value of Nature (2011)	<p>This document strives to safeguard the environment through the promotion of a number of aims:</p> <ul style="list-style-type: none"> <li>• facilitating greater local action to protect and improve nature;</li> <li>• creating a green economy, in which economic growth and the health of our natural resources sustain each other, and markets, business and Government better reflect the value of nature;</li> <li>• strengthening the connections between people and nature to the benefit of both; and</li> <li>• showing leadership in the European Union and internationally, to protect and enhance natural assets globally.</li> </ul>	<p>The Common Strategic Part 1 should regard the protection of natural assets and the advancement of a green economy within the strategic area would assist in improving the economic, social and environmental situation in the area.</p>

National Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
<p>The National Adaptation Programme – Making the Country Resilient to a Changing Climate (2013)</p>	<p>The programme seeks to address risks associated with climate change issues through objectives relating to:</p> <ul style="list-style-type: none"> <li>• Increasing awareness</li> <li>• Increasing resilience to current extremes</li> <li>• Taking timely action for long-lead time measures</li> <li>• Addressing major evidence gaps.</li> </ul>	<p>At the core of the programme is the notion of pre-emptive action to avoid any severe impacts on the environment. Informs both the Part 1 and the SA.</p>
<p>Planning Policy for Traveller Sites (2012)</p>	<p>The aims for this policy are:</p> <ul style="list-style-type: none"> <li>• that local planning authorities should make their own assessment of need for the purposes of planning</li> <li>• to ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites</li> <li>• to encourage local planning authorities to plan for sites over a reasonable timescale</li> <li>• that plan-making and decision-taking should protect Green Belt from inappropriate development</li> <li>• to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites</li> <li>• that plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective</li> <li>• for local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies</li> <li>• to increase the number of traveller sites in appropriate locations with planning permission, to address under</li> </ul>	<p>Informs the Part 1 and SA in developing relevant principles, objectives and criteria.</p>

National Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>provision and maintain an appropriate level of supply</p> <ul style="list-style-type: none"> <li>• to reduce tensions between settled and traveller communities in plan-making and planning decisions</li> <li>• to enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure</li> <li>• for local planning authorities to have due regard to the protection of local amenity and local environment</li> </ul>	
<p>National Planning Policy for Waste (2014)</p>	<p>The Waste Management Plan for England sets out the Government’s ambition to work towards a more sustainable and efficient approach to resource use and management. Positive planning plays a pivotal role in delivering this country’s waste ambitions through:</p> <ul style="list-style-type: none"> <li>• delivery of sustainable development and resource efficiency, including provision of modern infrastructure, local employment opportunities and wider climate change benefits, by driving waste management up the waste hierarchy</li> <li>• ensuring that waste management is considered alongside other spatial planning concerns, such as housing and transport, recognising the positive contribution that waste management can make to the development of sustainable communities;</li> <li>• providing a framework in which communities and businesses are engaged with and take more responsibility for their own waste, including by enabling waste to be disposed of or, in the case of mixed municipal waste from households, recovered, in line with the proximity principle2;</li> </ul>	<p>Informs the SA in developing relevant objectives and criteria.</p>

National Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<ul style="list-style-type: none"> <li>• helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment; and</li> <li>• ensuring the design and layout of new residential and commercial development and other infrastructure (such as safe and reliable transport links) complements sustainable waste management, including the provision of appropriate storage and segregation facilities to facilitate high quality collections of waste.</li> </ul>	
<p>Adapting to Climate Change: Ensuring Progress in Key Sectors, Defra, 2013</p>	<p>This strategy highlights how the climate is changing and the impacts are likely to affect almost everyone in some way 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.</p>	<p>Adaptation (or changing behaviour) should be built into planning and risk management.</p>
<p>National Energy Policy Statement EN1, DECC, 2011</p>	<p>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.</p> <p>Legally binding target to cut greenhouse gas emissions by at least 80% by 2050, compared to 1990 levels.</p>	<p>The Common Strategic Part 1 should develop policies that support renewable energy generation and encourage greater energy efficiency.</p> <p>Informs the SA in developing relevant objectives and criteria.</p>
<p>Neighbourhood Planning, DCLG, 2012</p>	<p>This document provides a brief summary of neighbourhood planning, including the main stages: defining the neighbourhood plan area, preparing the plan, independent check, community</p>	<p>This document does not contain any targets, aims, objectives or priorities. However, it is important that the Part 1 and SA recognise the key role of neighbourhood</p>

National Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	referendum, legal force.	planning.
<p>UK Post-2010 Biodiversity Framework, JNCC/Defra, 2012</p>	<p>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.</p> <p>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.</p> <p>Goal A: Address the underlying causes of biodiversity loss by mainstreaming biodiversity across government and society.</p> <p>Goal B: Reduce the direct pressures on biodiversity and promote sustainable use.</p> <p>Goal C: To improve the status of biodiversity by safeguarding ecosystems, species and genetic diversity.</p> <p>Goal D: Enhance the benefits to all from biodiversity and ecosystems.</p> <p>Goal E: Enhance implementation through participatory planning, knowledge management and capacity building.</p>	<p>The Common Strategic Part 1 should develop policies that support biodiversity.</p> <p>Informs the SA in developing relevant objectives and criteria.</p>
<p>Mainstreaming Sustainable Development – the Government’s vision and what this means in practice, Defra, 2011</p>	<p>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.</p>	<p>Sustainability is recognised as a core strategic priority. Informs the SA in developing relevant objectives and criteria.</p>

National Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
<p>UK Marine Policy Statement, HM Government, March 2011</p>	<p>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.</p> <p>The process of marine planning will:</p> <ul style="list-style-type: none"> <li>• Achieve integration between different objectives;</li> <li>• Recognise that the demand for use of our seas and the resulting pressures on them will continue to increase;</li> <li>• Manage competing demands on the marine area, taking an ecosystem-based approach;</li> <li>• Enable the co-existence of compatible activities wherever possible; and</li> <li>• Integrate with terrestrial planning.</li> </ul>	<p>Informs the SA in developing relevant objectives and criteria regarding the societal benefits of marine areas, including the sustainable use of marine resources to address local social and economic issues.</p>
<p>Electricity Market Reform White Paper 2011, Planning our Electric Future: A White Paper for Secure, Affordable and Low-Carbon Electricity</p>	<p>This White Paper sets out the Government's commitment to transform the UK's electricity system to ensure that our future electricity supply is secure, low-carbon and affordable.</p> <p>The paper features a 15 per cent renewable energy target by 2020 and 80 per cent carbon reduction target by 2050.</p>	<p>The Common Strategic Part 1 should develop policies that support renewable energy generation and encourage greater energy efficiency.</p> <p>Informs the SA in developing relevant objectives and criteria.</p>
<p>Water White Paper, 2011 Water for Life</p>	<p>Objectives of the White Paper are to:</p> <ul style="list-style-type: none"> <li>• Paint a clear vision of the future and create the conditions which enable the water sector and water users to prepare for it;</li> <li>• Deliver benefits across society through an ambitious agenda for improving water quality, working with local communities to make early improvements in the health of our rivers by reducing pollution and tackling unsustainable abstraction;</li> </ul>	<p>Informs the SA in developing relevant objectives and criteria..</p>

National Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<ul style="list-style-type: none"> <li>• Keep short and longer term affordability for customers at the centre of decision making in the water sector;</li> <li>• Protect the interests of taxpayers in the policy decisions that we take;</li> <li>• Ensure a stable framework for the water sector which remains attractive to investors.</li> <li>• Stimulate cultural change in the water sector by removing barriers to competition, fostering innovation and efficiency, and encouraging new entrants to the market to help improve the range and quality of services offered to customers and cut business costs;</li> <li>• Work with water companies, regulators and other stakeholders to build understanding of the impact personal choices have on the water environment, water resources and costs; and</li> <li>• Set out roles and responsibilities – including where Government will take a stronger role in strategic direction setting and assessing resilience to future challenges, as well as clear expectations on the regulators.</li> </ul>	
<p>Urban White Paper 2000, Our Towns and Cities: The Future – delivering an urban renaissance</p>	<p>New, sustainable homes that are attractive, safe and practical. Retaining people in urban areas and making them more desirable places to live. Improving quality of life, opportunity and economic success through tailored solutions in towns and cities.</p> <p>The paper identifies 3.8 million more homes needed by 2021. Local strategies needed to meet the needs of local people developed through partnerships. 60% of new homes on brownfield sites or through conversions of existing buildings.</p>	<p>The Part 1 should explore options that support better towns and cities taking into account the key aims of the White Paper.</p> <p>Informs the SA in developing relevant objectives and criteria.</p>

National Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
<p>Rural White Paper 2000, Our Countryside: The Future – a fair deal for rural England</p>	<p>Facilitate the development of dynamic, competitive and sustainable economies in the countryside.</p> <p>Maintain and stimulate communities and secure access to services for those who live and work in the countryside.</p> <p>Conserve and enhance rural landscapes.</p> <p>Increase opportunities for people to get enjoyment from the countryside.</p>	<p>The Part 1 should explore options that support the increase of employment and services in the rural parts of the Borough whilst conserving the landscape.</p>
<p>DfT (2013) Door to Door: A strategy for improving sustainable transport integration</p>	<p>The strategy’s vision is for an inclusive, integrated and innovative transport system that works for everyone, and where making door-to-door journeys by sustainable means is an attractive and convenient option. Four key areas to address are highlighted:</p> <ul style="list-style-type: none"> <li>• improving availability of information;</li> <li>• simplifying ticketing;</li> <li>• making connections between different steps in the journey, and different modes of transport, easier; and</li> <li>• providing better interchange facilities.</li> </ul>	<p>The Part 1 should enhance public transport provision and encourage active modes of travel such as walking and cycling. Informs the Part 1 and SA in developing relevant principles, objectives and criteria.</p>
<p>DCLG (2011) Laying the Foundations: A Housing Strategy for England</p>	<p>Aims to provide support to deliver new homes and improve social mobility.</p>	<p>The Common Strategic Part 1 should develop policies that encourage development of residential properties.</p> <p>Informs the Part 1 and SA in developing relevant principles, objectives and criteria.</p>
<p>DEFRA (2011) Securing the Future: Delivering UK Sustainable Development Strategy</p>	<p>Enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life for future generations. There are 4 shared priorities:</p> <ul style="list-style-type: none"> <li>• sustainable consumption and production;</li> <li>• climate change and energy;</li> <li>• natural resource protection and environmental enhancement; and</li> </ul>	<p>The Common Strategic Part 1 should develop policies that meet the aims of the Sustainable Development Strategy.</p> <p>Informs the Part 1 and SA in developing relevant principles, objectives and criteria.</p>

National Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<ul style="list-style-type: none"> <li>sustainable communities.</li> </ul> <p>Sets out indicators to give an overview of sustainable development and priority areas in the UK. They include 20 of the UK Framework indicators and a further 48 indicators related to the priority areas.</p>	
<p>Department of Health (2010) Healthy Lives, Healthy People: our Strategy for public health in England</p>	<p>Protect the population from serious health threats; helping people live longer, healthier and more fulfilling lives; and improving the health of the poorest, fastest. Prioritise public health funding from within the overall NHS budget.</p>	<p>Informs the Part 1 and SA in developing relevant principles, objectives and criteria..</p>
<p>DECC (2011) UK Renewable Energy Roadmap (updates setting out progress and changes to the strategy dated 2013 and 2013)</p>	<p>Make the UK more energy secure.</p> <p>Help protect consumers from fossil fuel price fluctuations.</p> <p>Help drive investment in new jobs and businesses in the renewable energy sector.</p> <p>Keep the UK on track to meet carbon reduction Objectives.</p> <p>The document outlines a target of 15% of UK energy use from renewables by 2020.</p>	<p>Informs the Part 1 and SA in developing relevant principles, objectives and criteria regarding renewable energy provision including electricity, heat and transport.</p>
<p>Community Energy Strategy (DECC, 2014)</p>	<p>Sets out plans to promote and facilitate the planning and development of decentralised community energy initiatives in four main types of energy activity:</p> <ul style="list-style-type: none"> <li>Generating energy (electricity or heat)</li> <li>Reducing energy use (saving energy through energy efficiency and behaviour change)</li> <li>Managing energy (balancing supply and demand)</li> <li>Purchasing energy (collective purchasing or switching to save</li> </ul>	<p>Informs the Part 1 and SA in developing relevant principles, objectives and criteria regarding renewable energy provision including electricity, heat and transport.</p>

National Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	money on energy)	
<p>The National Flood and Coastal Erosion Risk Management Strategy for England (Environment Agency, 2011)</p>	<p>This Strategy sets out the national framework for managing the risk of flooding and coastal erosion. It sets out the roles for risk management authorities and communities to help them understand their responsibilities. The strategic aims and objectives of the Strategy are to:</p> <ul style="list-style-type: none"> <li>• “manage the risk to people and their property;</li> <li>• Facilitate decision-making and action at the appropriate level – individual, community or local authority, river catchment, coastal cell or national;</li> <li>• Achieve environmental, social and economic benefits, consistent with the principles of sustainable development”.</li> </ul>	<p>Development should seek to reduce and manage the risk of all types of flooding.</p> <p>Informs the Part 1 and SA in developing relevant principles, objectives and criteria.</p>
<p>Future Water: The Government’s Water Strategy for England (DEFRA, 2008)</p>	<p>Sets out how the Government want the water sector to look by 2030 and an outline of the steps which need to be taken to get there. The vision for 2030 is one where we, as a country have:</p> <ul style="list-style-type: none"> <li>• “improved the quality of our water environment and the ecology it supports, and continue to maintain high standards of drinking water quality from taps;</li> <li>• Sustainably managed risks from flooding and coastal erosion, with greater understanding and more effective management of surface water;</li> <li>• Ensure a sustainable use of water resources, and implement fair, affordable and cost-reflective water charges;</li> <li>• Cut greenhouse gas emissions; and</li> <li>• Embed continuous adaptation to climate change and other pressures across the water industry and water users”.</li> </ul>	<p>Informs the Part 1 and SA in developing relevant principles, objectives and criteria.</p>

National Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
<p>Water for People and the Environment: Water Resources Strategy for England and Wales (Environment Agency, 2009)</p>	<p>The Strategy vision for water resource “is for there to be enough water for people and the environment, meeting legitimate needs”.</p> <p>Its aims include:</p> <ul style="list-style-type: none"> <li>• To manage water resource and protect the water environment from climate change.</li> <li>• Restore, protect, improve and value species and habitats that depend on water.</li> <li>• To contribute to sustainable development through good water management.</li> <li>• People to understand how water and the water environment contribute to their quality of life.</li> </ul>	<p>Informs the Part 1 and SA in developing relevant principles, objectives and criteria.</p>
<p>Safeguarding our Soils: A Strategy for England (DEFRA, 2009)</p>	<p>The vision is “by 2030, all England’s soils will be managed sustainability and degradation threats tackled successfully. This will improve the quality of England’s soils and safeguard their ability to provide essential services for future generations”.</p> <p>The Strategy highlights the areas for priority including:</p> <ul style="list-style-type: none"> <li>• Better protection for agricultural soils.</li> <li>• Protecting and enhancing stores of soil carbon.</li> <li>• Building the resilience of soils to a changing climate.</li> <li>• Preventing soil pollution.</li> <li>• Effective soil protection during construction and development.</li> <li>• Dealing with our legacy of contaminated land.</li> </ul>	<p>The Part 1 should ensure that site allocations and policies will help protect and enhance the quality of soils and seek to sustainably manage their quality for future generations.</p> <p>Informs the Part 1 and SA in developing relevant principles, objectives and criteria.</p>

### 3.3 Review of Sub-national Plans and Programmes

Sub-national Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
<p>Essex Transport Strategy: the Local Transport Plan for Essex, Essex County Council, June 2011</p>	<p>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.</p> <p>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.</p> <p>Vision:</p> <p>A transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex.</p> <p>Strategic transport priorities</p> <ul style="list-style-type: none"> <li>• Identifying an agreed and deliverable solution to address congestion at the Thames Crossing and adjacent M25 junction 30/31;</li> <li>• Lobbying Government for enhancements to the A12;</li> <li>• Lobbying Government for enhancements to the A120 to access Harwich port and between the A12 and Braintree;</li> <li>• 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.</li> </ul> <p>Countywide priorities</p> <ul style="list-style-type: none"> <li>• Reducing the number of people killed</li> </ul>	<p>Informs the Part 1 and SA in developing relevant principles, objectives and criteria in a local context.</p>

Sub-national Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>or seriously injured on Essex roads;</p> <ul style="list-style-type: none"> <li>• Continuing to work with the Essex Casualty and Congestion Board;</li> <li>• Working with partners to promote a safe and secure travelling environment;</li> <li>• Maintaining the Essex highway network and other transport assets;</li> <li>• Keeping the transport network safe and operational;</li> <li>• Managing the impact of planned works on the highway network.</li> </ul> <p>Transport priorities for the Haven Gateway</p> <ul style="list-style-type: none"> <li>• Providing the transport improvements needed to accommodate housing and employment growth in a sustainable way;</li> <li>• Tackling congestion within Colchester (including the provision of Park &amp; Ride facilities);</li> <li>• Improving the availability, reliability and punctuality of local bus services;</li> <li>• Improving the attractiveness of public spaces to support regeneration, particularly within the coastal towns;</li> <li>• Improving and promoting cycle networks; and improving the availability of travel choices and awareness of them;</li> <li>• Improving journeys for commuters travelling to London from Colchester and Braintree; particularly by improving access to railway stations and improving facilities for passengers;</li> </ul> <p>Improving transport access to Harwich to enable low carbon expansion of the port and wind port.</p>	
<p>Essex Minerals Local Plan 2014</p>	<p>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 environment of Essex, provide policies and proposals for non-land won supply and ensure extraction is matched by a high standard of restoration/site clearance.</p>	<p>The Essex Minerals Local Plan provides information regarding site allocations that should be considered in the selection and appraisal of options.</p>

Sub-national Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>The relevant objectives are taken from national minerals guidance on sustainable development for minerals planning and are as follows:</p> <ul style="list-style-type: none"> <li>• Conserve minerals as far as possible whilst ensuring an adequate supply to meet needs.</li> <li>• Ensure the environment impacts caused by minerals operations and transport are kept to an acceptable minimum.</li> <li>• Minimise the production of waste and encourage efficient use of materials including appropriate use of high quality materials and recycling of waste.</li> <li>• Encourage sensitive working, restoration and aftercare to preserve or enhance the overall quality of the environment.</li> <li>• Protect areas of designated landscape or nature conservation value from development</li> </ul> <p>The MLP includes policies that protect operating mineral sites and facilities, newly allocated mineral extraction sites and potentially workable but unallocated mineral deposits from sterilisation as a result of other development proposals.</p> <p>ECC is preparing a Guidance Note regarding the implementation of Policy S8 - Safeguarding mineral resources and mineral reserves. The purpose of the guidance will be to –</p> <ul style="list-style-type: none"> <li>• Assist the Mineral Planning Authority (MPA) and LPA in implementing the policies of the adopted Mineral Local Plan (MLP) and National Planning Policy Framework (NPPF) which concern mineral safeguarding. This is particularly relevant for LPAs when assessing future potential for development as part of the Local Plan making process.</li> <li>• To create a shared understanding of the issues and information available to avoid a duplication of tasks</li> </ul>	

Sub-national Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>between authorities.</p> <ul style="list-style-type: none"> <li>To ensure that a direct link is maintained between a Neighbourhood Plan and the NPPF, incorporating both the relevant Local Plan and the Minerals Local Plan, in recognition that they are all form part of the Development Plan.</li> </ul>	
<p>Essex and Southend Waste Replacement Local Plan, Essex County Council, (submitted June 2016)</p>	<p>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:</p> <ul style="list-style-type: none"> <li>The Waste Core Strategy, setting out the longterm direction for waste development and the plan to deliver this strategy</li> <li>Development Management Policies for waste planning particularly when considering applications.</li> <li>Strategic Site Allocations for waste-related development</li> <li>Non-Strategic Site Allocations for other preferred sites for waste processing plus any associated safeguarding</li> <li>The Policies (previously Proposals) Map</li> </ul> <p>Existing waste management facilities deemed to be strategic have been safeguarded, and a small number of additional facilities have been allocated to meet identified capacity needs. The Preferred Approach does not propose to take any site allocations for landfill forward within the Waste Development Document at this stage. This is because the evidence base signals that 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.</p>	<p>The Essex Waste Local Plan provides information regarding site allocations that should be considered in the selection and appraisal of options.</p>

Sub-national Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
<p>Haven Gateway Programme of Development: A Framework for Growth 2008 - 2017, Haven Gateway Partnership, 2007</p>	<p>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. The objectives of this document should be considered within the Common Strategic Part 1. These are:</p> <ul style="list-style-type: none"> <li>• To promote the development of the Haven Gateway as a New Growth Point.</li> <li>• To demonstrate how port expansion and other employment growth can be integrated with housing growth within the unique estuarine setting of the Gateway.</li> <li>• To facilitate the delivery of housing and employment growth and infrastructure investment proposed in the EEP and the Regional Economic Strategy.</li> </ul> <p>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.</p>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area</p>
<p>Haven Gateway Integrated Development Programme, Haven Gateway Partnership, December 2008</p>	<p>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.</p>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area</p>
<p>South East LEP Growth Deal and Strategic Economic Plan, March 2014</p>	<p>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.</p> <p>By 2021, the aim is to:</p> <ul style="list-style-type: none"> <li>• Generate 200,000 private sector jobs, an average of 20,000 a year or an increase of 11.4% since 2011;</li> </ul>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area</p>

Sub-national Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<ul style="list-style-type: none"> <li>• Complete 100,000 new homes, increasing the annual rate of completions by over 50% compared to recent years; and,</li> <li>• Lever investment totalling £10 billion, to accelerate growth, jobs and homebuilding.</li> </ul>	
<p>Economic Plan for Essex (2014)</p>	<p>This plan sets out the County Council's commitment to do more, with support from HM Government, to stimulate economic growth in three important ways:</p> <ul style="list-style-type: none"> <li>• ECC will invest more on our own account, and encourage private investment in worthwhile projects that will deliver economic growth. Their ambition is to deliver £1bn of investment between now and 2021;</li> <li>• with this investment, and by working together, public and private partners will help to deliver a major series of enabling projects described in the plan that ECC have identified as key to our future economic prosperity; and</li> <li>• introduce a new and more proactive approach to economic development. ECC will not simply deliver these projects and hope for the expected investment to follow, but will actively market our investment opportunities, encouraging new businesses and investors and seeking out development partners where appropriate.</li> </ul>	<p>This Plan informs the Part 1 and SA on the detail of partners' proposals to improve skills across the Essex workforce; deliver growth-enabling infrastructure in Essex's key growth corridors (Growth locations); and enhance support for enterprise and innovation and key growth sectors within Essex (Productivity). It is a highly relevant Plan in context of shared goals between the Plan and the Part 1.</p>
<p>Anglian Water Business Plan 2015 – 2020, December 2012</p>	<p>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</p>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area</p>

Sub-national Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	bills to 1.8% p.a. below inflation.	
<p>Draft Water Resources Management Plan 2015-2040, Anglian Water, 2014</p>	<p>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 MI/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.</p> <p>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 maintain Colchester's supply-demand balance have been developed as follows:</p> <p>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.</p> <p>SE2 transfer of 12MI/d of water from Ipswich in the East Suffolk RZ to Colchester via a new 22km long pipeline.</p> <p>SE4 Amendment to Ardleigh agreement, which is shared with Affinity Water.</p> <p>SE6 utilise an existing licenced borehole in</p>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area</p>

Sub-national Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>the Colchester area. New treatment facilities would be required.</p> <p>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.</p> <p>SE8 East Suffolk WRZ transfer (2Ml/d) – This option is similar to option SE2 but requires a smaller pipeline.</p>	
<p>Anglian River Basin Management Plan, Environment Agency, 2009</p>	<p>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.</p> <p>The main aims are:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• At least 30 per cent of assessed surface waters will be at good or better biological status by 2015.</li> </ul>	<p>The Common Strategic Part 1 should consider the impact of the Anglian River Basin Management Plan on water quality and supply.</p>
<p>The Essex County Council Developers' Guide to Infrastructure Contributions (Revised Edition 2016)</p>	<p>This document is the third edition of the Essex County Council Developers' Guide to Infrastructure Contributions, which replaces the edition of February 2010 (DS092154). As with previous editions, it details the scope and range of contributions towards infrastructure which Essex County Council may seek from developers and land owners in order to make development acceptable in planning terms.</p>	<p>The Common Strategic Part 1 should consider the implications of this guide regarding infrastructure requirements and stimulation.</p>

Sub-national Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
<p>Combined Essex Catchment Abstraction Management Strategy, Environment Agency, 2013</p>	<p>Objectives:</p> <ul style="list-style-type: none"> <li>• A site appraisal is required for all sites.</li> <li>• Any residential development larger than 500 dwellings must provide an element of mixed use development.</li> <li>• Sustainability issues must be addressed.</li> <li>• The layout and structure of development must be legible and permeable.</li> <li>• In densities over 20 dph there is a need for continuity of built frontages.</li> <li>• Schemes must be designed with crime prevention in mind.</li> <li>• Access for the disabled must be provided in certain situations.</li> <li>• Car free development should be promoted.</li> </ul>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>
<p>Haven Gateway Water Cycle Study: Stage 1 and Stage 2 Report, Royal Haskoning on behalf of the Haven Gateway Partnership, 2008</p>	<p>Objectives:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Any additional infrastructure is provided in accordance with a strategic rather than a piecemeal approach.</li> <li>• There is a strategic approach to the management and use of water.</li> <li>• The environment has sufficient capacity to receive increased waste water discharges.</li> <li>• The potential for grey water reuse and implementation of Sustainable Drainage Systems (SuDS) is fully realised.</li> </ul>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>

Sub-national Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
<p>Vision for Essex 2013 – 2017: Where innovation brings prosperity, Essex County Council</p>	<p>Vision: We want Essex to be a county where innovation brings prosperity. The challenges ahead strengthens our resolve to:</p> <ul style="list-style-type: none"> <li>• increase educational achievement and enhance skills;</li> <li>• develop and maintain the infrastructure that enables our residents to travel and our businesses to grow;</li> <li>• support employment and entrepreneurship across our economy;</li> <li>• improve public health and wellbeing across Essex;</li> <li>• safeguard vulnerable people of all ages;</li> <li>• keep our communities safe and build community resilience; and</li> <li>• respect Essex’s environment.</li> </ul>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>
<p>Corporate Outcomes Framework 2014 - 2018 Essex County Council, February 2014</p>	<p>Essex County Council has set out a clear Vision for Essex – we want to be a county where innovation brings prosperity.</p> <p>7 outcomes:</p> <ul style="list-style-type: none"> <li>• Children in Essex get the best start in life</li> <li>• People in Essex enjoy good health and wellbeing</li> <li>• People have aspirations and achieve their ambitions through education, training and lifelong learning</li> <li>• People in Essex live in safe communities and are protected from harm</li> <li>• Sustainable economic growth for Essex communities and businesses</li> <li>• People in Essex experience a high quality and sustainable environment</li> <li>• People in Essex can live independently and exercise control over their lives</li> </ul>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>
<p>Colchester Town Draft Surface Water</p>	<p>The objectives of the SWMP are to:</p> <ul style="list-style-type: none"> <li>• Develop a thorough understanding of surface water flood risk in and around</li> </ul>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>

Sub-national Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
Management Plan (2014)	<p>the study area, taking into account the implications of climate change, population and demographic change and increasing urbanisation in and around Colchester town;</p> <ul style="list-style-type: none"> <li>• Identify, define and prioritise Critical Drainage Areas, including further definition of existing local flood risk zones and mapping new areas of potential flood risk;</li> <li>• 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;</li> <li>• Establish and consolidate partnerships between key stakeholders to facilitate a collaborative culture, promoting openness and sharing of data, nskills, resource and learning, and encouraging improved coordination and collaborative working;</li> <li>• Engage with stakeholders to raise awareness of surface water flooding, identify flood risks and assets, and agree mitigation measures and actions; and</li> <li>• 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.</li> </ul>	
A12/ A120 Route based strategy, Highway Agency, March 2013	<p>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:</p> <ul style="list-style-type: none"> <li>• improved management of the route</li> <li>• improved technology along the route</li> <li>• improvements to lay-by and road user facilities</li> <li>• collision reduction and incident management maintenance</li> </ul>	<p>The Common Strategic Part 1 should consider the impact of the A12/ A120 Route based strategy. Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>

Sub-national Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<ul style="list-style-type: none"> <li>• junction improvements</li> <li>• development of an investment strategy for the route.</li> </ul> <p>Longer term priorities:</p> <ul style="list-style-type: none"> <li>• develop and deliver a junction optimisation Strategy</li> <li>• direct accesses to the route</li> <li>• modal shifts</li> <li>• improvements to local roads</li> <li>• investigate a major upgrade to the A120 between Braintree and Marks Tey.</li> </ul>	
<p>Highways Development Management Policies, Essex County Council, February 2011</p>	<p>Aims:</p> <ul style="list-style-type: none"> <li>• Protect and maintain a reliable and safe highway infrastructure.</li> <li>• Improve access to services in both rural and urban locations.</li> <li>• Offer where possible alternative travel options to the private car.</li> <li>• Support and enhance public transport provision</li> <li>• Address the impact of commercial vehicles on the highway network and communities.</li> <li>• Support the aims and objectives of the County Council as the Highway Authority.</li> </ul>	<p>The Common Strategic Part 1 should consider the impact of the Essex Highways Development Management Policies. Policies within the Plans should be in line with the Development Management policies for Essex.</p>
<p>Essex Economic Growth Strategy, Essex County Council, September 2012</p>	<p>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.</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• Essex businesses are enabled and supported to be more productive, innovate and grow, creating jobs for the local economy;</li> <li>• Essex businesses are enabled to compete and trade internationally;</li> </ul>	<p>The Common Strategic Part 1 should consider the impact of the Essex Economic Growth Strategy. Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>

Sub-national Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<ul style="list-style-type: none"> <li>• individuals are equipped and able to access better paid jobs through an education and skills offer that meets the needs of businesses;</li> <li>• the life chances of people in our most deprived areas are improved by ensuring that residents are able to access jobs and public services; and</li> <li>• securing the highways, infrastructure and environment to enable businesses to grow</li> </ul> <p>Principles:</p> <ul style="list-style-type: none"> <li>• Aim high: We will set high ambitions for all our work with businesses, colleges, and our residents.</li> <li>• 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.</li> <li>• 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</li> <li>• 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.</li> <li>• Improve infrastructure: We will continue to promote transport, communications and utility infrastructure improvements that are essential to Essex businesses.</li> <li>• 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</li> </ul>	

Sub-national Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	celebrate Essex as a place to live, work and visit.	
Essex Design Guide, Essex Planning Officers Association, 2005	<p>Objectives:</p> <ul style="list-style-type: none"> <li>• A site appraisal is required for all sites.</li> <li>• Any residential development larger than 500 dwellings must provide an element of mixed use development.</li> <li>• Sustainability issues must be addressed.</li> <li>• The layout and structure of development must be legible and permeable.</li> <li>• In densities over 20 dph there is a need for continuity of built frontages.                             <ul style="list-style-type: none"> <li>- Schemes must be designed with crime prevention in mind.</li> </ul> </li> <li>• Access for the disabled must be provided in certain situations.</li> <li>• Car free development should be promoted.</li> </ul>	Informs the SA of relevant broad design issues in the Strategic Area.
North Essex Catchment Flood Management Plan, Environment Agency, 2009	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.	The Common Strategic Part 1 should consider the impact of the North Essex Catchment Flood Management Plan. Informs the Part 1 and SA of relevant issues in the Strategic Area.
Essex and South Suffolk Shoreline Management Plan (second phase), Environment Agency, 2011	<p>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.</p> <p>Key aims:</p> <ul style="list-style-type: none"> <li>• set out the risks from flooding and erosion to people and the developed, historic and natural environment</li> <li>• 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</li> </ul>	The Common Strategic Part 1 should consider the impact of the Essex and South Suffolk Shoreline Management Plan. Informs the Part 1 and SA of relevant issues in the Strategic Area.

Sub-national Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	nature conservation obligations.	
Dedham Vale AONB and Stour Valley Management Plan 2010 – 2015, Dedham Vale AONB & Stour Valley Project	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.	The Common Strategic Part 1 should consider the impact of the Dedham Vale AONB and Stour Valley Management Plan. This is particularly relevant due to the discussions regarding the expansion of the AONB into Braintree.
Essex Transport Strategy: The Local Transport Plan for Essex, Essex County Council, June 2011	<p>Strategic Transport Priorities:</p> <ul style="list-style-type: none"> <li>• Identifying an agreed and deliverable solution to address congestion at the Thames Crossing and adjacent M25 junction 30/31;</li> <li>• Lobbying Government for enhancements to the A12;</li> <li>• Lobbying Government for enhancements to the A120 to access Harwich Port and between the A12 and Braintree;</li> <li>• 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 rail franchise process.</li> </ul> <p>Countrywide Priorities:</p> <ul style="list-style-type: none"> <li>• Reducing the number of people killed or seriously injured on Essex roads;</li> <li>• Continuing to work with Essex Casualty and Congestion Board;</li> <li>• Working with partners to promote a safe and secure travelling environment;</li> <li>• Maintaining the Essex highway network and other transport assets;</li> <li>• Keeping the transport network safe and operational;</li> <li>• Managing the impact of planned works on the highway network;</li> </ul> <p>Transport Priorities for the Haven Gateway:</p>	The Common Strategic Part 1 should consider the Informs the Part 1 and SA of relevant issues in the Strategic Area.

Sub-national Plans and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<ul style="list-style-type: none"> <li>• Providing the transport improvements needed to accommodate housing and employment growth in a sustainable way.</li> <li>• Tackling congestion within Colchester (including the provision of Park &amp; Ride facilities).</li> <li>• Improving the availability, reliability and punctuality of local bus services.</li> <li>• Improving the attractiveness of public spaces to support regeneration, particularly within the coastal towns;</li> <li>• Improving and promoting cycle networks and improving the availability of travel choices and the awareness of them;</li> <li>• Improving journeys for commuters travelling to London from Colchester and Braintree, particularly by improving access to railway stations and improving facilities for passengers;</li> </ul> <p>Improving transport access to Harwich to enable low carbon expansion of the port and wind port.</p>	

### 3.4 Review of Common Strategic Part 1 and Programmes

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
<p>Retail and Town Centre Uses Study Colchester Borough Council: Retail Update 2013, Nathaniel Litchfield Partners on behalf of Colchester</p>	<p>Recommended phasing of food store development in Colchester urban area is as follows:</p> <ul style="list-style-type: none"> <li>• up to 2016 – implementation of commitments plus one further large food store;</li> <li>• 2016 to 2021 – implementation of one further large food store;</li> <li>• 2021 to 2026 – implementation of one further large food store.</li> </ul> <p>The recommended phasing of comparison goods retail development in Colchester urban area is:</p> <ul style="list-style-type: none"> <li>• up to 2016 – implementation of commitments/town centre proposals</li> </ul>	<p>The Common Strategic Part 1 should consider the findings of the Retail and Town Centre Uses Study. Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>and the reoccupation of vacant units;</p> <ul style="list-style-type: none"> <li>• 2016 to 2021 – implementation of up to 13,000 sq m gross of comparison retail floorspace;</li> <li>• 2021 to 2026 – implementation of up to a further 19,000 sq m gross comparison retail floorspace.</li> </ul>	
<p>Habitat Regulations Assessment Survey and Monitoring Programme, Final Report, Colchester Borough Council, December 2013</p>	<p>The objectives of the study are to:</p> <ol style="list-style-type: none"> <li>1. Establish baseline data on visitors to Natura 2000 sites in Colchester Borough and Tendring District.</li> <li>2. Investigate visitor trends to Natura 2000 sites in Colchester Borough and Tendring District.</li> <li>3. Identify whether there is a link between site condition and housing completions.</li> <li>4. Identify management measures needed to mitigate and manage the impacts of increased visitor numbers.</li> </ol> <p>Key findings:</p> <ul style="list-style-type: none"> <li>• Across all sites visitor numbers have remained fairly constant.</li> <li>• The number of visitors at Abberton Reservoir has increased steadily between November 2010 and June 2013. This is likely to be because of the opening of the new visitor centre and expansion of the reservoir.</li> <li>• Weather affects the number of visitors.</li> <li>• Over 75% of visitors visit the sites surveyed throughout the year.</li> <li>• For most of the sites there is generally little difference between the number of visitors during winter and spring.</li> <li>• Generally there was little difference between visitor numbers during the week and at the weekend with the exception of Stour Estuary.</li> <li>• There were larger group sizes at Cudmore Grove and Walton-on-the-Naze.</li> <li>• Some groups travel in excess of 30 miles to visit at Cudmore Grove and</li> </ul>	<p>The Common Strategic Part 1 should consider the findings of the Habitat Regulations Assessment Survey and Monitoring Programme. Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>nWalton-on-the-Naze.</p> <ul style="list-style-type: none"> <li>• The most common purpose of visiting was to walk and dog walk.</li> <li>• Close to home was the most popular reason for visiting a site.</li> <li>• The presence of a rare bird significantly increased visitors.</li> <li>• Old Hall Marshes and Kirby Quay are very quiet sites, predominantly visited by local people walking their dogs.</li> <li>• Almost a third of total visitors surveyed said that they do not visit alternative sites regularly.</li> <li>• In terms of alternative sites visited people generally visit sites close to home.</li> <li>• 10% of total visitors surveyed said that they do not have good access to open space close to home.</li> </ul>	
<p>Strategic Housing Market Assessment (SHMA), David Couttie Associates on behalf of the following LPAs: Braintree, Brentwood, Chelmsford, Colchester &amp; Maldon, June 2014</p>	<p>Overall Housing Targets:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul> <p>Market Housing Targets:</p> <ul style="list-style-type: none"> <li>• The 2013 housing needs survey identified a shortfall of 721 market units per annum, based on market demand and supply data.</li> </ul> <p>Affordable Housing Targets:</p> <ul style="list-style-type: none"> <li>• 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%.</li> </ul> <p>Affordable Tenure Mix Targets:</p> <ul style="list-style-type: none"> <li>• The overall affordable tenure target</li> </ul>	<p>This document is an integral evidence source for Common Strategic Part 1, identifying the requirement for housing within the HMA. Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>balance set at 80% for social rent (including affordable rents) and 20% intermediate housing supports the level of demand for intermediate housing.</p> <p>Property Size Targets:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 20% of social rented units should be three and four bedroom houses to address the needs of larger families.</li> <li>• Intermediate market housing should be 60% one bedroom and 40% three bedroom units.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>Housing Strategy:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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</li> </ul>	

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>address the needs of overcrowded and waiting list families.</p> <ul style="list-style-type: none"> <li>• New social sector delivery should be closely linked to the needs of older tenants and in resolving the under occupation of family sized properties.</li> </ul> <p>Older Persons' Housing Needs:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>	
<p>Creative Colchester: Developing the Vision, Tom Fleming Creative Consultancy on behalf of Colchester Borough</p>	<p>In five years Colchester will:</p> <ul style="list-style-type: none"> <li>• Continue to have a strong, resilient cultural infrastructure based on a set of core cultural and heritage institutions</li> <li>• Be recognised locally and more widely as a town where culture is valued and appreciated for the range of benefits it brings to everyone</li> </ul>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
Council, 2012	<ul style="list-style-type: none"> <li>• Place culture at the heart of helping to tackle the core social and economic challenges faced by the borough</li> <li>• Continually grow the market for culture through a strategic approach to engaging new and existing audiences through new technology and new types of engagement</li> <li>• Have cultural activity happening in every community, with a special focus on those areas with the greatest needs</li> <li>• Be a destination town, attracting visitors to its strong and connected leisure, shopping and cultural programme</li> <li>• 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</li> <li>• Have a vibrant, buzzy cultural quarter feeding off and into the success of firstsite.</li> </ul>	
Safer Colchester Partnership Annual Partnership Plan 2013-14, Colchester Borough Council	<p>Objectives:</p> <ul style="list-style-type: none"> <li>• Support the work of the Women's Safety Worker within the Integrated Domestic Abuse Programme.</li> <li>• Raise awareness and support victims of Domestic Abuse.</li> <li>• Increase awareness of Domestic Abuse reporting mechanisms amongst those living in CBH homes.</li> <li>• Reduce adult re-offending rates by working more effectively in partnership.</li> <li>• Reduce crime &amp; offending caused by alcohol misuse. Reduce all crime in Colchester.</li> <li>• Local residents in the Borough have the opportunity to report concerns to their</li> </ul> <p>Neighbourhood Action Panels.</p>	The Common Strategic Part 1 should consider the aims and objectives of the Safer Colchester Partnership Annual Partnership Plan. Informs the Part 1 and SA of relevant issues in the Strategic Area.

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<ul style="list-style-type: none"> <li>• Engage local residents &amp; agencies in 3 Community Days of Action and Safer Colchester projects.</li> <li>• Delivery of 'Night of Action' in the Town Centre.</li> <li>• Engage with Young People on issues of community safety.</li> </ul>	
<p>Townscape Character Assessment, Chris Blandford Associates on behalf of Colchester Borough Council, June 2006</p>	<p>The key objectives of the Study are to:</p> <ul style="list-style-type: none"> <li>• Provide a factual description of the location of each settlement, its regional context and its population.</li> <li>• Analyse the historical development of each settlement and identify surviving landscape features.</li> <li>• Undertake a visual analysis of each settlement according to plan form and skyline.</li> <li>• Define broad generic Townscape Character Types and particular character areas, and identify any unusual features of the settlement.</li> <li>• Identify broad principles for integrating new development within different areas of townscape character and at the urban fringe.</li> <li>• Develop a framework to enable the yearly monitoring of the impact of new development on the townscape within each settlement.</li> </ul>	<p>The Common Strategic Part 1 should consider the Townscape Character Assessment when exploring options. Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>
<p>Strategic Flood Risk Assessment (SFRA), Scott Wilson on behalf of Colchester Borough Council, 2007</p>	<p>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 what would happen in the event of breaches in key areas.</p> <p>The key objective of an SFRA is to avoid developing in areas at risk of flooding.</p>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>
<p>Affordable Housing SPD, Colchester Borough Council, August 2011</p>	<p>35% affordable housing target, however this has been superseded by the Focussed Review affordable housing target of 20%.</p>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
<p>Provision of Community Facilities SPD, Colchester Borough Council, September 2009 &amp; updated July 2013</p>	<p>The purpose of this Supplementary Planning Document (SPD) is to:</p> <ul style="list-style-type: none"> <li>• highlight the importance of community facilities to the well-being of residents and as a mechanism for building community cohesion;</li> <li>• ensure adequate provision of community facilities to satisfy the needs of local communities and the borough as a whole;</li> </ul> <p>The following contributions towards community facilities are sought:</p> <ul style="list-style-type: none"> <li>• Studios &amp; 1 bedroom dwelling £466.09</li> <li>• 2 bedroom dwelling £932.18</li> <li>• 3 bedroom dwelling £1398.27</li> <li>• 4 bedroom dwelling £1864.36</li> <li>• 5 bedroom dwelling £2330.45</li> <li>• 6 bedroom dwelling £2796.54</li> </ul> <p>Informs developers and other interested parties about what the Council will expect regarding contributions to community facilities within the Borough of Colchester.</p>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>
<p>Better Town Centre Colchester, Colchester Borough Council, December 2012</p>	<p>Objectives:</p> <p>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.</p> <p>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.</p> <p>Activity – Supporting uses for a lively 21st century town centre;</p> <p>Diversity – Ensuring a healthy mix of retail, leisure/culture, business and residential uses.</p>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>Retail: Retail is the key driver of the town centre economy, and maintaining an appropriate balance between different types of successful retail uses (including 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.</p> <p>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.</p> <p>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.</p> <p>Heritage and Design – Enhancing the old, creating tomorrow's heritage;</p> <p>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.</p> <p>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.</p> <p>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</p>	

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>environment.</p> <p>Movement – Creating a safe and accessible town centre;</p> <p>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.</p> <p>Interchanges - Enhancing public transport and facilitating transitions between modes to improve access to and from the town centre</p> <p>Connectivity – Promoting vitality in the town centre by providing well-designed, lively, and accessible links between town centre buildings and activities.</p>	
<p>Sustainable Design &amp; Construction SPD, Colchester Borough Council, June 2011</p>	<p>Code for Sustainable Homes expectations: Level 3 from 2010, level 4 from 2013 &amp; level 6 from 2016.</p> <p>BREEAM expectations: Major development encouraged to achieve 'very good' from 2010, all development encouraged to achieve 'very good' from 2013 &amp; all development encouraged to achieve 'excellent' from 2016.</p>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>
<p>Colchester Housing Strategy, Colchester Borough Council, 2012/13</p>	<p>Vision for Housing in Colchester Borough:</p> <p>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.</p> <p>Priorities:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Develop a balanced housing market</li> </ul>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>in the Borough of Colchester where supply meets demand at a price that is affordable to residents of the Borough</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• 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</li> <li>• Use private rented housing to meet need and offer more housing choice to households in the Borough</li> <li>• 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</li> <li>• 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</li> <li>• Reduce and prevent homelessness</li> <li>• 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.</li> </ul>	
<p>Air quality progress report, Chelmsford City Council on behalf of Colchester Borough</p>	<p>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).</p>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
Council, July 2013		
Colchester Borough Council's Comprehensive Climate Risk Assessment, Colchester Borough Council, March 2010	<p>The short term climate change risks for Colchester are:</p> <ul style="list-style-type: none"> <li>• Milder, wetter winters (central estimate shows an increase in mean winter temperature of 1.3oC and 6% increase in winter precipitation);</li> <li>• Hotter, drier summers (central estimate shows an increase in mean summer temperature of 1.3oC and 7% decrease in summer precipitation);</li> <li>• More frequent extreme high temperatures (central estimate shows an increase in the mean temperature of the warmest day of 0.9oC);</li> <li>• More frequent downpours of rain (central estimate shows an increase of 5% precipitation on the wettest day);</li> <li>• Significant decrease in soil moisture content in summer;</li> <li>• 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</li> <li>• Possible higher wind speeds.</li> </ul>	Informs the Part 1 and SA of relevant issues in the Strategic Area.
Developing a Landscape for the Future: A Strategy for Landscape Planning of Development Sites within Colchester Borough, Colchester Borough Council, September 2013	<p>The 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.</p> <p>The following objectives have been identified as crucial to the implementation of our Vision:</p> <ol style="list-style-type: none"> <li>1. To incorporate this strategic landscape planning approach both within and beyond the Council's targeted regeneration areas, including any future urban fringe land</li> </ol>	The Common Strategic Part 1 should consider the vision of the Developing a Landscape for the Future: A Strategy for Landscape. Informs the Part 1 and SA of relevant issues in the Strategic Area.

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>adopted as an offset against development, in order to help manage the expansion of Colchester in such a way as to achieve a high quality, well designed, sustainable, naturally bio-diverse and productive environment.</p> <p>2. To ensure the landscape elements of new development seamlessly weave together identified social &amp; 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.</p> <p>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.</p> <p>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.</p>	
<p>Colchester Cycling Delivery Strategy, Colchester Borough Council, January 2012</p>	<p>The purpose of this SPD is to:</p> <ul style="list-style-type: none"> <li>• support sustainable growth in line with the adopted Core Strategy</li> <li>• promote the importance of cycling facilities, training and promotional activities</li> <li>• ensure the provision of cycle facilities, training and promotion</li> <li>• inform developers what can be expected regarding contributions for cycling</li> <li>• protect and improve existing cycling facilities</li> <li>• attract investment from other sources.</li> </ul>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>
<p>Colchester's Core Strategy, Colchester</p>	<p>Objectives:</p> <ul style="list-style-type: none"> <li>• Focus new development at</li> </ul>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
<p>Borough Council, 2008</p>	<p>sustainable locations to support existing communities, local businesses, and sustainable transport and promote urban regeneration to protect greenfield land.</p> <ul style="list-style-type: none"> <li>• Provide the necessary community facilities and infrastructure to support new and existing communities.</li> <li>• Provide excellent and accessible health, education, culture and leisure facilities to meet the needs of Colchester's growing community.</li> <li>• Promote active and healthy lifestyles and strive for excellence in education and culture.</li> <li>• Reduce the Borough's carbon footprint and respond to the effects of climate change.</li> <li>• 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.</li> <li>• 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.</li> <li>• Provide decent and affordable housing at accessible locations to accommodate our growing community.</li> <li>• Provide a range of housing options to meet the diverse needs of the whole community.</li> <li>• Revitalise rundown areas and create inclusive and sustainable new communities.</li> <li>• Promote high quality design and sustain Colchester's historic character, found in its buildings, townscape and archaeology.</li> <li>• Improve streetscapes, open spaces and green links to provide attractive and accessible spaces for residents to</li> </ul>	

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>live, work and play.</p> <ul style="list-style-type: none"> <li>• Focus development at accessible locations which support public transport, walking and cycling, and reduce the need to travel.</li> <li>• Develop Colchester as a Regional Transport Node, improving transport connections and gateways within the Borough and to the wider region.</li> <li>• Provide excellent public transportation, walking and cycling connections between centres, communities and their needs.</li> <li>• Improve the strategic road network and manage traffic and parking demand.</li> <li>• Protect and enhance Colchester's natural environment, countryside and coastline.</li> <li>• Support appropriate local employment and housing development in villages and rural communities.</li> <li>• Encourage renewable energy and the efficient use of scarce resources.</li> <li>• Reduce, reuse and recycle waste.</li> </ul>	
Development Policies, Colchester Borough Council, 2010	This document provides further detail to the Core Strategy and so the Core Strategy objectives are relevant.	Informs the Part 1 and SA of relevant issues in the Strategic Area.
Colchester's Site Allocations, Colchester Borough Council, 2010	<p>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 each area.</p> <p>The objectives of the Site Allocations DPD are to:</p> <ul style="list-style-type: none"> <li>• Set out the criteria for the boundaries shown on the Proposals Map</li> <li>• Provide area specific allocations in line with the overall strategy set by the</li> </ul>	Informs the Part 1 and SA of relevant issues in the Strategic Area.

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	Core Strategy.	
Colchester Borough Green Infrastructure Strategy, Land Use Consultants on behalf of Colchester Borough Council, October 2011	<p>The following projects have been identified:</p> <ul style="list-style-type: none"> <li>• Dedham gateway enhancement</li> <li>• A12 greening</li> <li>• Woodland enhancement zone</li> <li>• Urban Colne valley project</li> <li>• Colne estuary</li> <li>• Communal greening</li> <li>• Enhancing gateways into Colchester</li> <li>• North Colchester growth area</li> <li>• Woodland necklace within the Rowan river valley</li> <li>• Mersea Island green chain</li> </ul> <p>Considerable detail about each project is included in the GI strategy.</p>	Informs the Part 1 and SA of relevant issues in the Strategic Area.
Colchester Coastal Protection Belt Review (Chris Blandford's Associates 2016)	This document is a review of the Coastal Protection Belt to inform the development of the emerging CBC Local Plan.	The document provides evidence on the landscape implications of various associated waterbodies which need to be considered in the appraisal of sites to determine their suitability for allocation; without which could see inappropriate development in such areas.
An Economic Strategy for Tendring, Regeneris Consulting Ltd on behalf of Tendring District Council, October 2013	<p>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.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Objective 2: Targeting Growth Sectors – outlines the approach to supporting growth in target sectors in the district. The two key target growth sectors for</li> </ul>	The Common Strategic Part 1 should take account of the Economic Strategy for Tendring. Informs the Part 1 and SA of relevant issues in the Strategic Area.

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>Tendring are Offshore Energy and Care &amp; Assisted Living.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Objective 4: Support Modernisation, 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.</li> <li>• 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.</li> </ul>	
<p>Strategic Housing Market Assessment update, Planning &amp; Development on behalf of Tendring District Council, May 2013</p>	<p>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).</p>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>
<p>Babergh Adopted Core Strategy and Adopted Policies (2011 – 2031) Local Plan Document (2014)</p>	<p>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.</p>	<p>Informs the Part 1 and SA of relevant issues in the wider area.</p>

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
Braintree District Core Strategy, September 2011	<p>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.</p> <p>These objectives form the basis for the policies set out in this Core Strategy.</p>	Informs the Part 1 and SA of relevant issues in the Strategic Area.
Sustainable Development, Tendring District Council Local Plan Proposed Submission Draft Written Statement 2012 (as amended by the 2014 Focussed Changes)	<p>The widely recognised European definition of sustainable development is: 'Development that meets the needs of the present without compromising the ability for future generations to meet their own needs'. The National Planning Policy Framework (NPPF) takes this definition a stage further by setting out three areas the planning system must address in order to achieve sustainable development; an economic role, a social role, an environmental role.</p> <p>Whilst the NPPF provides a broad definition of sustainable development, every area has its own unique characteristics and the degree to which national definition of sustainable development can be achieved will vary from place to place. Therefore, in the sustainability section of this document, the Council has set out its own local definition of Sustainable Development which reflects the Council's vision for Tendring's future.</p>	Informs the Part 1 and SA of relevant issues in the Strategic Area.
Strategic Flood Risk Assessment (SFRA), JBA Consulting, on behalf of Tendring District	<p>The key objective of the SFRA is to provide an overall understanding of the risks of flooding from all potential sources, enabling the Council to select and develop sustainable site allocations away from vulnerable flood risk areas.</p>	Informs the Part 1 and SA of relevant issues in the Strategic Area.

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
<p>Council, 2009</p> <p>Tendring Open Space Strategy, The Landscape Partnership, on behalf of Tendring District Council, October 2009</p>	<p>The vision for Tendring open spaces is: A dynamic network at the heart of the community that is safe, well maintained, accessible to all, good for wildlife and fun for all ages, whilst conserving peace and tranquillity wherever possible.</p> <p>The key objectives for providing this vision are:</p> <ul style="list-style-type: none"> <li>• To provide a robust assessment of the demand for open space and recreational facilities throughout the district identifying issues of quality, quantity and availability.</li> <li>• Provide an analysis of identified surpluses or deficiencies and other issues of provision across the district.</li> <li>• Identify enhancement and accessibility needs of existing sites.</li> </ul> <p>Provide clear recommendations for locally derived quantitative and qualitative standards for open space, sport and recreational facilities.</p>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>
<p>Landscape Character Assessment, Vol. 1 &amp; Vol. 2, Land Use Consultants on behalf of Tendring District Council, November 2001</p>	<p>Principal objectives:</p> <ul style="list-style-type: none"> <li>• To inform policy formulation in the current Local Plan Review.</li> <li>• To inform decision making in the development management process.</li> <li>• To guide landscape management decisions.</li> <li>• To promote public awareness of landscape character in the Tendring District.</li> </ul> <p>To provide the basis for adoption as Supplementary Planning Guidance.</p>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>
<p>Affordable Housing Viability Study, Tribal Consulting Ltd, October 2010, Viability Testing, Peter Brett, August 2013, reports prepared on behalf of Tendring District Council</p>	<p>Planning policy for affordable housing enables the Council to ask developers to provide affordable housing on site or contribute towards the provision of affordable housing. Affordable housing planning policy aims to achieve the highest level of affordable housing possible whilst not discouraging the development of private market housing. The affordable Housing Viability Study provides a detailed assessment of the viability of the Council's proposed affordable housing planning policy. The Viability testing report is a supporting document for the potential of the introduction of a Community Infrastructure Levy (CIL)</p>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
	<p>charge.</p> <p>The main aim is a 30% affordable housing target which has been updated by the Viability Testing affordable housing target of 25%.</p>	
<p>Celebrate-on-Sea – ‘Putting the fun back into Clacton’. Intend, 2010</p>	<p>Key Objectives:</p> <ul style="list-style-type: none"> <li>• Create a distinctive destination and a unique Clacton Brand;</li> <li>• Encourage investment in new development and improvements to the seafront;</li> <li>• Create new business and tourism opportunities;</li> <li>• Improve pedestrian links between the station, town centre and the seafront;</li> <li>• Enrich the existing character of the seafront and the town’s cultural heritage;</li> <li>• Phase proposals to make best use of available funding a and investment; and</li> </ul> <p>Promote a new image for the town.</p>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>
<p>Infrastructure Study, Part 2, Roger Tym &amp; Partners with Peter Brett Associates, January 2010</p>	<p>Objectives:</p> <p>To create an infrastructure plan, led by the production of a funding model, to show:</p> <ul style="list-style-type: none"> <li>• What is required and how it will be provided (e.g. location, etc.);</li> <li>• Who is to provide it;</li> <li>• How it will be funded;</li> <li>• When it can be provided; and</li> <li>• Sites for assessment.</li> </ul>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>
<p>Tendring District Historic Characterisation Project, Essex County Council, 2008</p>	<p>Aims:</p> <p>Provide the opportunity to safeguard and enhance the historic environment as an integrated part of development within Tendring District.</p> <p>Provide guidance to Planners at the early stages of development proposals.</p> <p>Provide a means for local communities to engage with their historic environment.</p>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>
<p>Tendring Geodiversity Characterisation Report, Essex County Council, 2009</p>	<p>Aims:</p> <ul style="list-style-type: none"> <li>• Provide guidance to planners at the early stages of development proposals.</li> <li>• Provide the opportunity to deliver conservation of locally characterised geodiversity in the wider landscape.</li> <li>• Provide a basis for communities to engage with their local geodiversity.</li> </ul>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
<p>Habitat Regulations Assessment Survey and Monitoring, Year 3 Interim Report, Colchester Borough Council, November 2012</p>	<p>The objectives of the study are to:</p> <ol style="list-style-type: none"> <li>1. Establish baseline data on visitors to Natura 2000 sites in Colchester Borough and Tendring District.</li> <li>2. Investigate visitor trends to Natura 2000 sites in Colchester Borough and Tendring District.</li> <li>3. Identify whether there is a link between site conditions and housing completions.</li> <li>4. Identify management measures needed to mitigate and manage the impacts of increased visitor numbers.</li> </ol> <p>Key findings:</p> <ul style="list-style-type: none"> <li>• During the survey period (2010-2012) there has been an increase of 143% in visiting groups across the Natura 2000 sites.</li> <li>• Abberton Reservoir has seen a steady increase in visitor numbers, most likely due to the opening of the new Visitor Centre.</li> <li>• Just under two thirds of visitors said they visited alternative sites regularly.</li> <li>• The most popular alternative sites to visit were Tendring coastal sites.</li> <li>• The majority of visitors travelled to the sites by car.</li> <li>• Close to home, liking the area and attractive scenery were the most popular reasons for visiting a site.</li> <li>• Most common purpose for visiting the sites was dog walking.</li> <li>• Weather and conditions under foot affect the number of visitors.</li> <li>• The presence of rare visiting birds significantly increases visitors to a site.</li> <li>• Greater numbers of larger groups visit sites at weekends than during the week.</li> </ul>	<p>The Common Strategic Part 1 should consider the objectives and findings of the Habitat Regulations Assessment Survey and Monitoring. Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>
<p>Climatic Change Strategy 2010-2016, Tendring District Council</p>	<p>Priorities: Protect and enhance our environment, countryside and coast.</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• Reduce carbon dioxide emissions.</li> <li>• Prepare for a changing climate.</li> </ul> <p>Reduce reliance on fossil fuels.</p>	<p>Informs the Part 1 and SA of relevant issues in the Strategic Area.</p>
<p>Retail Study</p>	<p>Findings:</p>	<p>Informs the Part 1 and SA of</p>

Common Strategic Part 1 and Programmes	Purpose/ Main Aims and Objectives	Relevance to the Local Plan/ SA
Update, GVA Grimley Ltd, on behalf of Tendring District Council, September 2010	<p>Comparison goods floorspace – future capacity: 2020 – 9,559 sqm net 2025 – 18,452 sqm net</p> <p>Capacity for convenience goods floorspace to 2025 will only arise in the Clacton area. This can be largely attributed to the strong performance of out-of-centre food stores.</p> <p>Clacton area: 2020 – 820 sqm net 2025 – 1,490 sqm net</p>	relevant issues in the Strategic Area.

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## **North Essex Authorities – Common Strategic Part 1 for Local Plans**

### **Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)**

#### **Environmental Report – Preferred Options:**

#### **Annex B – Baseline Information**

**June 2016**

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## 1. Introduction

### 1.1. Background

Braintree District Council, Colchester Borough Council and Tendring District Council, together forming the 'North Essex Authorities,' in conjunction with Essex County Council as a key partner in its strategic role for infrastructure and service provision, commissioned Place Services of Essex County Council to undertake an independent Sustainability Appraisal (SA) for a Common Strategic Part 1 for Local Plans. This report is the Non-Technical Summary to the main SA Environmental Report.

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

This Annex presents the baseline information profile for the Strategic Area and will be used as a basis for the assessed impacts of the Common Strategic Part 1 for Local Plans.

### 1.2. Sustainability Baseline Information

The SEA Directive requires the production of the following information:

"the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;" Annex 1(b);

"the environmental characteristics of areas likely to be significantly affected;" Annex 1(c); and

"any existing problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance such as areas designated pursuant to Directives 79/409/EEC and 92/43/ECC" Annex 1(d).

The baseline information identifies current sustainability issues and problems in the district which should be addressed and provides a basis for predicting and monitoring the effects of implementing the document.

To ensure the data collected was relevant and captured the full range of sustainability issues it was categorised under 13 thematic topics. They cover all the topics referred to in Annex 1(f) of the SEA Directive and follow the order of:

- Economy and Employment
- Housing
- Population and Society
- Health
- Transport
- Cultural Heritage
- Biodiversity and Nature Conservation
- Landscapes
- Water Environment
- Climate and Energy
- Air
- Waste
- Minerals

The summaries of each topic have been included within the main Environmental Report document while this annex contains the detailed baseline information.

## 2. Economy and Employment

### 2.1. Economy

The Cultural, Visitor and Tourism sector, which encompasses a range of activities including visitor attractions, leisure facilities, food and accommodation, plays an important role in Tendring District's economy. This sector is worth more than £276 million per annum to the economy and is estimated to provide 3,000 jobs and around 350 businesses across Tendring. The majority of jobs (approx. 8%) and businesses (approx. 10%) in this sector are located in and around Clacton which is a similar concentration to the national average. In most of the rest of the towns in Tendring businesses operating within this sector are slightly more concentrated than the national average.

**Table 1: Economic activity**

	Tendring		Braintree		Colchester		East (%)	Great Britain (%)
Number of economically active	57,500	73.5%	81,600	82.1%	96,400	82.4%	80.6	77.8

Source: NOMIS Labour Supply (Jan 2015-Dec 2015)

**Table 2: Job density**

	Tendring		Braintree		Colchester		East (Density)	Great Britain (Density)
	Jobs	Density	Jobs	Density	Jobs	Density		
Job Density	46,000	0.60	61,000	0.66	97,000	0.84	0.80	0.82

Source: NOMIS Labour Supply (2014)

Tendring District has the lowest rate of economic activity at 73.5% compared to Braintree and Colchester District, as well as the region and country. Job density is again lower in Tendring than the other Districts, although Braintree is also lower than Colchester, the region and the country at 0.66.

**Table 3: Business registration and de-registration rate**

	Tendring	Braintree	Colchester	Essex	East of England	England
Births	465	780	890	8,005	32,595	313,200
Deaths	375	555	650	5,855	23,580	217,175
All Active Enterprises	4,300	6,550	7,005	63,205	254,340	2,235,345

Source: ONS, Business Demography 2014 (Released November 2015)

There has been a slight increase in the number of active businesses in Tendring due to a higher rate of registrations than de-registrations. Compared to sub-national and national figures the district has experienced a lower start up rate and a lower de-registration rate indicating a slightly less robust local economy. Braintree and Colchester are more in line with the county and national business registration and de-registration rates.

**Table 4: Local business stock and employment size**

	Tendring	Braintree	Colchester	Essex	East of England	England
Enterprises	4,230	6,440	6,620	53,290	216,700	1,879,615
Micro (0 to 9)	87.6%	89.5%	88.0%	89.5%	89.2%	88.8%
Small (10 to 49)	10.8%	8.9%	9.9%	8.9%	8.9%	9.2%
Medium (50 to 249)	1.5%	1.3%	1.7%	1.4%	1.5%	1.6%
Large (250+)	0.2%	0.3%	0.5%	0.3%	0.4%	0.4%

Source: Inter Departmental Business Register, NOMIS (2015)

Nearly 90% of all local businesses within the three authorities employ 9 or less people and approximately 1.5% employ 50 or more people. These figures are similar to the county, region and country but with some slight variation. Tendring has a lower percentage of micro businesses than the region and the country and Colchester has a slightly higher proportion of large businesses.

**Table 5: Location of businesses**

	Tendring	Braintree	Colchester	Essex	East of England	England
Urban based businesses	53.9%	50.0%	62.2%	63.4%	63.1%	74.7%
Rural based businesses	46.1%	50.0%	37.8%	36.6%	36.9%	25.3%

Source: Defra (updated March 2014)

Tendring District is predominantly rural in nature; however the majority of businesses are located in an urban location. This is in contrast with Braintree which despite being predominantly rural has an equal split of businesses in rural and urban locations. There is no small difference between the proportion of urban and rural businesses within Tendring District and no difference in Braintree, however the majority of businesses in Colchester are in urban areas. This difference is in line with county and national business compositions which recorded highest proportions within urban areas, but the contrast is in the difference between the proportions of urban and rural businesses within the three authorities.

**Table 6: Proportion of businesses by industry type**

Industry	Tendring	Braintree	Colchester	Essex	East of England	England
Agriculture, Forestry & Fishing	6.7%	6.6%	4.1%	3.9%	5.3%	5.0%
Production	7.4%	7.6%	5.7%	5.7%	6.3%	6.1%
Construction	17.2%	17.1%	15.6%	17.5%	14.4%	11.7%
Motor Trades	4.8%	3.6%	3.4%	3.4%	3.4%	3.0%
Wholesale	3.9%	5.4%	4.2%	5.0%	4.9%	4.7%
Retail	9.8%	6.0%	8.4%	7.3%	7.6%	8.3%
Transport & Storage (Including Postal)	4.5%	3.9%	2.6%	3.7%	3.5%	3.2%
Accommodation & Food Services	7.6%	4.6%	4.6%	4.7%	5.0%	5.6%
Information &	4.4%	6.5%	7.2%	7.4%	8.1%	8.5%

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Industry	Tendring	Braintree	Colchester	Essex	East of England	England
Communication						
Finance & Insurance	1.0%	1.1%	1.8%	1.8%	1.7%	2.1%
Property	2.9%	3.1%	3.4%	3.4%	3.4%	3.8%
Professional, Scientific & Technical	9.8%	15.8%	15.6%	16.4%	16.9%	18.0%
Business Administration & Support Services	6.4%	7.1%	7.5%	7.5%	7.1%	7.6%
Public Administration & Defence	0.6%	0.7%	0.3%	0.4%	0.5%	0.3%
Education	1.8%	1.7%	2.0%	1.8%	1.8%	1.7%
Health	5.3%	3.2%	5.4%	3.8%	3.9%	4.3%
Arts, Entertainment, Recreation and Other Services	5.7%	6.3%	5.8%	5.8%	6.1%	6.5%

Source: ONS, 2015 data

There are comparatively more businesses in the industries of agriculture, forestry and fishing, production, motor trades, retail, transport and storage, accommodation and food services, health and arts, entertainment, recreation and other services within Tendring District than the county but noticeable fewer businesses within professional, scientific and technical. Other industries with proportionately lower business numbers than the county levels are construction, wholesale, information and communication, finance and insurance, property and business administration and support services. Braintree has more businesses in agriculture, forestry and fishing, production, motor trades, wholesale, transport and storage and arts, entertainment, recreation and other services than the Essex average, and a lower proportion of the remaining industries. Colchester is closer to the Essex average, with similar proportions for multiple industries and only slight variances in others. The most significant differences are in the construction, wholesale, retail, transport and storage and professional, scientific and technical industries.

## 2.2. Employment

Tendring District is home to the Harwich International Port which has developed into a highly efficient, multi-purpose freight and passenger port handling bulk and container ships as well as roll-on, roll-off ferries and cruise ships. Harwich is one of the major UK ports for ferry and cruise tourism, with passenger figures for 2012-2013 showing an increase of 18% from 671,000 to 795,000. During 2014 a total of 43 port calls were made by cruise ships at the port. Harwich is also one of the leading UK freight ports for bulk and container ships. The figures for 2012-2013 showed an increase of 14% in tonnage of freight which passed through the port from 3,189 to 3,638 thousand tonnes. The port also supports the off-shore renewables industry providing an installation base for the Gunfleet Sands wind farm and support facilities for the installations at Foreness Point, Kent and Greater Gabbard off the coast in Suffolk.

In 2013 permission was granted for the expansion of Bathside Bay to create the new Harwich International Container Terminal, a small boat harbour with sheltered moorings and public amenity space. The new terminal is expected to include 1,400 metres of quayside, a 14.5 metre deep approach channel able to accommodate increasingly large container ships, 50 plus gantry cranes, a container storage yard and rail terminal. Bathside Bay also has the potential to be a multi-functional site for the manufacture and assembly of wind turbines. The expansion of Bathside Bay, with the provision of amenity and commercial space as well as port expansion will provide jobs at the port and in supporting industries both during construction and once in operation.

Internet shopping has become a major competitor to town centre shopping within Tendring District. In 2014 74% of all adults in the UK bought goods or services on-line, an increase of 21% from 2008. Increases in on-line shopping choice will mean traditional retailers and service providers will need to compete not only in price and range but also in service and expertise. Town centres will need to provide an attractive, mixed-use shopping experience to retain and increase their share of consumer spending.

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 Mothkind Clean Ltd, an industrial cleaning company, which employs approximately 800 people.

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.

**Table 7: Employment and unemployment**

	Tendring	Braintree	Colchester	East of England	Great Britain
In employment	53,800 (68.6%)	79,300 (79.6%)	94,600 (80.7%)	77.3%	73.6%
Unemployed	3,100 (5.4%)	3,300 (4.0%)	3,600 (3.7%)	3.9%	5.2%

Source: NOMIS, Jan 2015 – Dec 2015 data

68.6% of the working population in Tendring District are in employment which is lower than sub-national and national employment levels. Contrastingly, Braintree and Colchester are above the regional and national percentages for residents in employment. The proportion of the District's working population who are economically active but unemployed is 5.4% which is above Braintree and Colchester as well as sub-national and national unemployment figures.

The level of unemployment has increased nationally between 2006 and 2012. Unemployment within Tendring District had also risen but at a faster rate than that of regional and national levels but has since been in decline from 2013. During July 2007 and June 2008 around 6.1% of the working age population was unemployed in Tendring but following an increase to a high of 10.2% in April 2012-March 2013, unemployment had decreased to 5.4% during January 2015 and December 2015. Unemployment in the District has declined in recent years and has not returned to below 2006 levels.

In Colchester, unemployment was high at 7.2% in April 2009 – March 2010 and steadily reduced to 6.2% in April 2011 – March 2012. Between July 2011 and September 2012, the unemployment rates rose sharply to 7.4% representing a peak in employment rates in Colchester since January 2004. This is in line with the economic downturn experienced across England at this time. Since then, the unemployment rate has decreased every monitoring period to the rate of 3.7% in January 2015 - December 2015.

Braintree has experienced similar trends, with the peak unemployment rate in the District of 6.9% evident in April 2012 – March 2013 as expected from the downturn in the English economy. Following this, the unemployment rate has consistently fallen to the 4.0% registered in January 2015 – December 2015.

February 2013 saw the proportion of jobseeker's allowance claimants hit a peak of 4.7% of the population aged 16-64 in Tendring, which was a higher proportion than national and regional figures. Since this peak, the proportion of claimants has decreased with the most recent figure for April 2016 of 2.7% being recorded for Tendring. However, despite the percentage of claimants decreasing consistently, the figures for Tendring remain higher than that of the region and nationwide.

A similar trend was apparent in Braintree and Colchester. In Braintree, the peak of February 2013 registered at 2.9% and has decreased consistently to 0.9% in November 2015. In Colchester, the peak was in February 2012 where the rate was 3.1% and has fallen to 0.9% in November 2015.

**Table 8: Working patterns**

	Tendring	Braintree	Colchester	Essex	Great Britain
Full-time	60.1%	66.2%	59.9%	63.4%	67.6%
Part-time	39.9%	33.8%	40.1%	36.6%	32.4%

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Source: ONS business register and employment survey (2013 revised – released September 2015)

As of 2013, 60.1% of jobs within Tendring, 66.2% of jobs within Braintree and 59.9% of jobs within Colchester were classed as full-time. Tendring and Colchester are lower than the trends in working patterns found in Essex, but Braintree is higher than the county. Tendring, Braintree and Colchester all have a lower percentage of full-time jobs than Great Britain as a whole.

**Table 9: Employment by industry**

	Tendring	Braintree	Colchester	East of England	Great Britain
Soc 2010 major group 1-3	32.2%	35.3%	39.2%	44.2%	44.4%
1 Managers, directors and senior officials	#	5.8%	11.9%	10.3%	10.4%
2 Professional occupations	11.3%	13.4%	14.0%	19.0%	19.8%
3 Associate professional & technical	12.3%	16.1%	13.3%	14.7%	14.1%
Soc 2010 major group 4-5	21.7%	28.3%	25.6%	22.5%	21.4%
4 Administrative & secretarial	10.4%	12.6%	13.8%	11.0%	10.7%
5 Skilled trades occupations	11.3%	15.7%	11.9%	11.4%	10.6%
Soc 2010 major group 6-7	28.4%	17.5%	20.0%	16.1%	16.9%
6 Caring, leisure and Other Service occupations	18.9%	7.5%	13.4%	9.0%	9.2%
7 Sales and customer service occs	9.4%	10.0%	6.6%	7.1%	7.7%
Soc 2010 major group 8-9	17.8%	18.9%	15.1%	17.2%	17.2%
8 Process plant & machine operatives	#	9.7%	5.3%	6.5%	6.3%
9 Elementary occupations	9.7%	9.3%	9.8%	10.7%	10.8%

Note:

# Sample size too small for reliable estimate

Numbers and % are for those of 16+

% is a proportion of all persons in employment

Source: NOMIS, Jan 2015 – Dec 2015 data

The majority of jobs within Tendring and across all areas are major group 1-3. For Tendring this accounts for 32.2% of all employee jobs, in Braintree it is 35.3% and Colchester is 39.2%. Despite this, the proportion of people in these employment groups for all areas is lower than the regional and national figures. The other industry in the district which provides a higher proportion of employee jobs compared to the sub-national and national equivalent is major group 6-7, consisting of services industries and sales and accounting for 28.4% of employees in Tendring. Braintree has higher levels of employees in major group 4-5 than the regional and national averages and Colchester also has slightly higher levels of employees in this major group.

**Table 10: Gross weekly pay by residence and workplace**

	Tendring	Braintree	Colchester	East of England	Great Britain
Gross weekly pay by residence					
Full-time workers	£493.50	£592.10	£531.60	£551.00	£529.60
Male full-time workers	£513.70	£653.20	£597.20	£595.60	£570.40
Female full-time workers	£464.60	£517.70	£481.30	£481.30	£471.60
Gross weekly pay by workplace					
Full-time workers	£461.20	£513.60	£479.10	£517.50	£529.00
Male full-time workers	£494.10	£546.60	£534.30	£557.10	£569.90
Female full-time workers	£422.90	£404.20	£426.90	£453.70	£471.50

Source: NOMIS, 2015 data

Residents of Tendring in full-time employment on average earn a weekly salary by residence of £493.50 which is lower than the average for Braintree (£592.10) and Colchester (£531.60), as well as the region and Great Britain. A breakdown of salaries shows that male residents earn considerably more (£513.70) than their female counterpart (£464.60) but both genders earn below the respective Great Britain averages. The difference between male and female worker weekly salaries is lowest in Tendring (£49.10), followed by Colchester (£115.90) and Braintree (£135.50).

Weekly salaries for those working in full-time employment by workplace within Tendring are lower than the other areas at £461.20, which is again lower than regional and national figures. Businesses within the East of England region in general pay lower salaries than Great Britain as a whole.

**Table 11: Class A1 Floorspace Projections in Colchester**

Location	Sales Floorspace sqm net		
	Convenience	Comparison	Total
<b>Up to 2016</b>			
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
<b>2016-2021</b>			
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
<b>2021-2026</b>			
Colchester urban area	3,101	13,805	16,906

Location	Sales Floorspace sqm net		
	Convenience	Comparison	Total
<b>Up to 2016</b>			
Tiptree	-	74	74
West Mersea	-	49	49
Other Colchester Borough	209	-	209
Total 2021-2026	3,310	13,928	17,238
<b>Total period 2012-2026</b>			
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

Source: Colchester Borough Council Local Plan Sustainability Appraisal Scoping Report (July 2014)

The convenience goods projections in the (Colchester BC) 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.

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 £1.5billion 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, Magistrate's Court, 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.

The quantitative projection for new retail floorspace in the Tendring district to 2025, as identified in the Retail Study Update 2010, indicates that the major requirement for capacity will be in the Clacton urban area and identifies that 1,490 sqm of convenience and 14,410 sqm of comparison retail floorspace will be required. The study indicates that creating the additional floorspace in the centre of Clacton, rather than the expansion of out-of-centre stores, would present an opportunity to strengthen and protect the vitality of the Town Centre and to encourage and support sustainable shopping patterns across the District.

The Study also identifies that no convenience floorspace is required in the towns of Frinton-on-Sea, Walton-on-the-Naze, Dovercourt, Harwich, Manningtree and Brightlingsea, but that there is a total comparison retail floorspace requirement of 7,961 sqm in these areas. The Study indicates that location of additional floorspace in the town centres would improve market share, sustain vitality and viability and attract visitors, with the provision that any expansion should be in keeping with their unique and historic environments.

Clacton the Council's own study found that comparison retail floorspace was set to increase within the plan period. Should this be directed to the centre of Clacton rather than an out of town location, it will assist in the reduction of the use of the private car. Within other towns in Tendring District it was found that convenience retail floorspace will be required throughout the Plan period. This will increase the vibrancy and vitality of these smaller towns and also increase tourism within the plan period. It is apparent that the level of internet shopping will increase during the Plan period. This is likely to have a significant impact on the traditional forms of retail and make-up of town centres.

Braintree is the main market town in the District and provides employment, town centre retailing and community services. In addition, on the edge of the town, the Freeport Factory Outlet Centre and adjacent retail park provide retail and leisure facilities, which serve an area that extends outside of the District.

Witham and Halstead are smaller market towns which provide employment, retail and community services. All three of the settlements contain town centres with some areas in need of regeneration. There are also two large areas in need of regeneration at former factory sites in Silver End (between Braintree and Witham) and Sible Hedingham (north west of Halstead).

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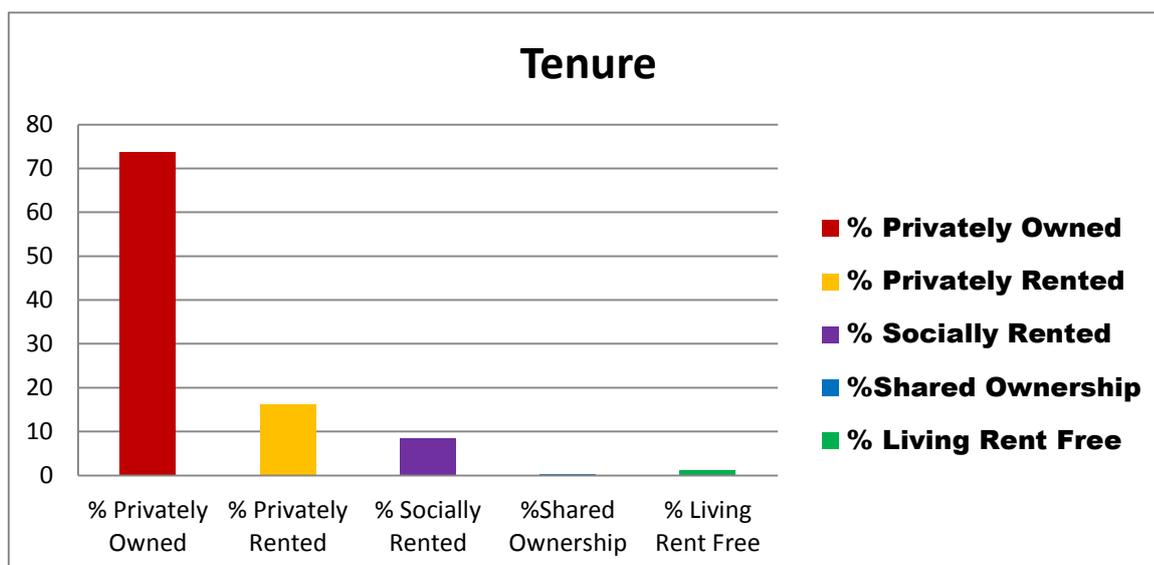
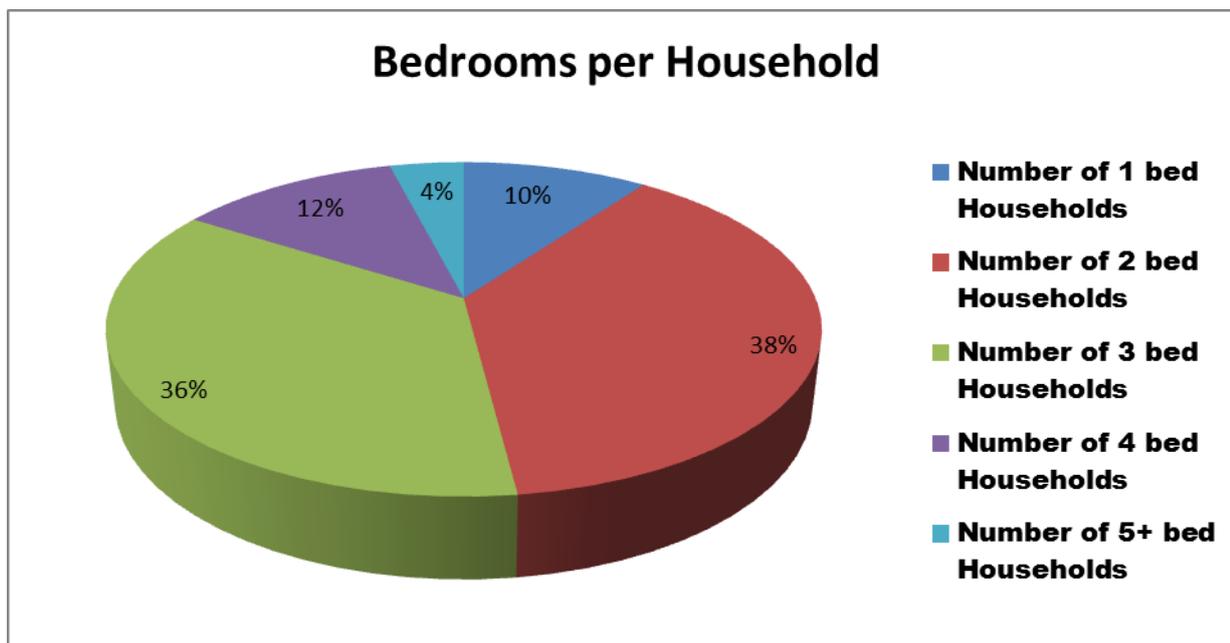
Witham is situated on the main London to Norwich railway line, as are the adjoining villages of Hatfield Peverel and Kelvedon, and there are significant levels of commuting from these stations, particularly to London and Chelmsford. The towns of Haverhill and Sudbury adjoin the District and provide services for residents in the northern, more isolated, rural areas of the District.

In Braintree, Factories and warehouses accounted for the majority of industrial and commercial floorspace. Factory floorspace accounted for a higher proportion in the District than the average for the region and for England, whereas retail and offices accounted for a lower proportion in Braintree District than the regional and national averages.

### 3. Housing

The reform of the planning system by the new Government has led to significant changes in the way housing targets are devised which will impact on future housing supply. The revocation of Regional Strategies (including the East of England Plan) has given local planning authorities the responsibility of setting their own housing targets based on housing land supply, need and robust supporting evidence.

Based on figures taken from the 2011 Census, there were 62,105 households in the Tendring District, 10% were 1 bedroom, 38% were 2 bedrooms, 36% were 3 bedrooms, 12% were 4 bedrooms and 4% were 5 bedrooms or more. Of these, 73.7% were privately owned, 16.2% privately rented, 8.4% socially rented, 0.4% in shared ownership and 1.3% living rent-free. County wide 71.4% of homes were privately owned. Average household size in the district was 2.2 people, slightly lower than the national, regional and county, averages of 2.4 people. The average number of rooms was 5.4, according to the 2011 Census.



A net of 209 dwellings were completed between 31 March 2013 and 1 April 2014, of which 3 were affordable housing units. A net of 1221 dwellings were completed over the past 5 years (2009/10 –

2013/14), which averages 244 dwellings per annum. The net number of completions in Essex for 2013/14 was 2860 and neighbouring Colchester and Babergh districts net dwellings built in the period 2013/14 were 725 and 291 and their 5 year averages (2009/10 – 2013/14) were 709 and 234 respectively.

There are 64 Residential Care Homes in Tendring the highest number in any district in Essex and the care sector is the second highest employer in the District. With the population of over 65s projected to rise by 39% during the period (2016-31) consideration will need to be given to the needs of an ageing population to encourage independent living and provide assisted living for those who require it. Development will need to assure that accommodation for our ageing population is integrated into communities to ensure that older people do not become isolated.

The provision of housing to meet local needs is a major issue in Tendring District. Identifying the objectively assessed housing need 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 within the Plan period. It will be increasingly important to match the population growth with economic growth within the District.

There are predicted to be 8,000 (13.1%) more households in Braintree District in 2021 than in 2011, driven by population growth (see Population and Social Issues topic above) and a reduction in average household size from 2.42 persons per household in 2011 to 2.36 in 2021. The population projection analysis carried out by Edge Analytics suggests that the dwellings projection figure for Braintree District is that there will be a need for 824 additional dwellings per annum from 2009 to 2026. The SHMA 'stock flow analysis' suggests a need range of 761 to 883 additional dwellings per annum to 2026. The 2013 housing needs survey identified a shortfall of 362 market units per annum, based on market demand and supply data. The 2013 Affordable Housing Assessment Model identified a shortfall of 399 units a year. The Council has agreed that work on the new Local Plan will proceed on the basis of an objectively assessed housing need figure for the District in the period 2014-2033 in the range of 750-950 dwellings per year.

Evidence suggests that an overall affordable housing target of 40% can be justified to be negotiated from all suitable sites within Braintree District, subject to viability. The overall affordable tenure target balance could be set at 65% for social rent (including affordable rents) and 35% intermediate housing. The SHMA also provides guidance on appropriate property size targets as follows:

**Table 12: Braintree SHMA guidance on property size targets**

Type of Housing	1 to 2 Bedrooms	3 to 4 Bedrooms
Social Rented	70%	30%
Intermediate Market Housing	65%	35%
Market Housing	70%	30%

In relation to meeting the housing needs of older people, the SHMA also recommends that the Council considers:

- The type and quality of existing sheltered stock in meeting today's housing standards and preferences and the scale of need and demand for 648 units by 2018.
- The large future on-going requirement for 'extra care' accommodation to meet the significant growth in the number of people over 85.

Flats are considered to be the entry level stock in the District and the price for a one bedroom flat starts at £73,000. This would require an income of £19,800 and 61.4% of newly forming households earn below this amount. The need for a significant deposit has been a major factor in preventing access to the market for new forming households since 2008. 93.8% had less than £10,000 in savings and unless significant family financial support is available, these households

will find it very difficult to access the local market and will be limited to the rental or intermediate market. Access to the private rented housing market is also restricted by cost.

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.

### **3.1. Housing Supply**

The current trajectory for Tendring District shows that by 2033 there will be 6,115 completions (since 2015). Annual completion rates will fall significantly from 2020 below the 430 annual average rate of provision as set out in the East of England Plan (2008) which at time of writing is still a statutory planning document. As stated in Housing Trajectory and Statement of 5-Year Land Supply (2011) this reflects the fact that the sites identified in the Adopted Local Plan have been completed.

The SHLAA identifies a potential supply of 6,326 dwellings on deliverable and developable sites and 4,935 dwellings on land subject to constraints which may be overcome. A further 2,500 to 6,000 dwellings could be provided on six sites for new settlements which have been considered in the SHLAA. It will be the role of the Local Plan to identify strategic development areas for housing and the allocation of specific sites which bring forward housing supply.

In relation to potential supply, 1,061 homes have been built in 2011/12 and 2012/13. As at April 2013 1,970 homes had been granted Planning Permission on larger sites i.e 6 units or more. A further 243 are considered deliverable but do not have planning permission - these sites are phases of larger developments which were allocated in the previous Local Plan but have not yet been built. Historical evidence shows that windfall sites make a contribution to the number of annual completions, and it is forecast that in the light of available sites and planning policy, windfall sites will continue to be permitted and built in the future at a rate of 50 dwellings per year. Taking this into account this plan needs to deliver 6,286 homes on new sites. Since April 2013 a number of sites have been granted planning permission which will contribute to meeting this need.

Of the 543 new gross dwellings built during 2011/12, 254 were built on previously developed land (PDL). This was a comparatively larger number of dwellings built on PDL than recent years – the period from 2008 to 2011 had seen a decline in the proportion of new dwellings being built on PDL.

Data from Braintree District's 2013 Housing Needs Survey shows that 5,272 existing households are planning on moving to market housing in the District during the next five years, with the most popular destinations being Braintree, Bocking and Great Notley. 2,188 existing households are planning on moving to affordable housing in the District with the most popular location choices being Bumpstead, Upper Colne, Yeldham, Stour Valley North, Hedingham and Maplestead, Gosfield and Greenstead Green, Stour Valley South, and Three Colnes, followed by Braintree, Bocking and Great Notley.

In 2012/2013 there were 178 net additional dwellings (taking into account losses/demolitions) within the District. As at April 2013 the Managed Delivery Target for the District is 169 additional dwelling per annum to meet their minimum total housing requirement of 9,625 dwellings between 2001 and 2026, as set out in the Core Strategy.

The trajectory in Braintree shows that by 2026 there will be 9,625 completions across the plan period (since 2001). Projected annual completion figures will be generally lower than the completion rates reported between 2001 and 2011 but Braintree District will still exceed its minimum housing requirement by 816 dwellings or 108% for the whole plan period. This is due to supply up to 2012 substantially exceeding the annual average required to meet the overall housing

requirement. Current national policy requires local planning authorities to provide a five year land supply of deliverable sites which excludes the current reporting year.

A total of 1,584 dwellings have been identified on deliverable sites over the next five years starting from 2013/14. This figure increases to 1,755 when the current year is also included. This equates to an average annual completion rate of 292 which is above the current published target of 247.

Of the 322 new gross dwellings built during 2011/12, 206 were built on previously developed land (PDL). Proportionately this is the smallest number of dwellings built on PDL since 2009/10. PDL figures no longer include dwellings built on gardens of existing dwellings following a change of definition by the Government in June 2010. The previous figures for PDL are therefore not comparable with the adjusted figures from 2009/10.

In 2011/12 this accounted for 63.98% of the total dwelling provision while the previous year dwelling completed on PDL represented 71.25% of the total provision. Under the old definition this would have been 75.78% and 77.29% respectively.

Under current policies an average of 830 dwellings are expected to be built in Colchester Borough each year. A net of 617 homes were built between 1 April 2012 and 31 March 2013. A net of 3,870 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 previous five years. The net number of completions in Essex over the previous five years was 20,291, which averages at 4,058 per annum.

**Table 13: Affordable housing supply in Tendring District (net)**

Year	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15
Net Completed Dwellings	610	370	-	320	210	380	240	240	260
Affordable Completed Housing	20	70	30	140	20	160	70	10	10
Percentage Affordable Housing Completed	3.3%	18.9%	-	43.8%	9.5%	42.1%	29.2%	4.2%	3.8%

**Table 14: Affordable housing supply in Braintree District (net)**

Year	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15
Net Completed Dwellings	590	580	370	330	420	240	160	160	230
Affordable Completed Housing	240	110	140	140	150	70	100	100	170
Percentage Affordable Housing Completed	40.7%	19.0%	37.8%	42.4%	35.7%	29.2%	62.5%	62.5%	73.9%

**Table 15: Affordable housing supply in Colchester Borough (net)**

Year	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15
Net Completed Dwellings	1,290	1,490	780	690	700	860	650	740	650
Affordable Completed Housing	160	290	140	260	190	380	130	70	260
Percentage Affordable Housing Completed	12.4%	19.5%	17.9%	37.7%	27.1%	44.2%	20.0%	9.5%	40%

Note: - is where no data was available

Source: DCLG Live tables on house building (updated February 2016)

In 2014/15, 3.8% of the net dwelling completions, which accounts for 10 dwellings, were affordable within Tendring, as opposed to 73.9% in Braintree and 40.0% in Colchester. To date, the highest proportion of affordable housing achieved within the District was in 2009/10 at 43.8% which accounted for 140 of the total number of dwellings completed. In Braintree the highest percentage was in the years 2012/2013 and 2013/2014, of which 62.5% of new completed dwellings were affordable. Colchester saw its peak affordable housing completions of 44.2% in the year 2011/2012.

### 3.2. Existing Housing Stock

**Table 16: Dwelling stock by tenure**

	Local Authority (incl. owned by other LAs)	Private Registered Provider	Other public sector	Private sector	Total
Tendring	4.7%	3.9%	0.0%	91.3%	67,880
Braintree	0.0%	16.4%	0.0%	83.6%	63,770
Colchester	7.8%	6.3%	1.2%	84.7%	77,670
Essex	7.0%	7.5%	0.2%	85.3%	618,780
England	7.0%	10.4%	0.2%	82.4%	23,543,000

Source: DCLG Table 100 Dwelling Stock (2015)

The composition of dwelling stock for Tendring, Braintree and Colchester is similar to that of Essex and England with the majority of dwellings being in the private sector. However, Tendring District reported the highest proportion of stock within the private sector at 91.3% as well as a smaller proportion of Local Authority owned dwellings compared with Colchester, Essex and England at 4.7%. This is a higher difference between those figures than in Essex and England. In contrast there were proportionately fewer dwellings owned by Private Registered Providers in Tendring than any other area. Braintree has 0.0% local authority owned dwellings in the District.

**Table 17: Mean dwelling prices (£)**

Administrative Area	Average Dwelling Price
Tendring	£168,829
Braintree	£215,851
Colchester	£202,625
Essex	£246,369
England	£246,746

Source: 2013 Land Registry Data, DCLG (updated April 2014)

The average dwelling price within Tendring District is £168,829. This is significantly lower than the county and national averages. The average dwelling prices for Essex is similar to the national average, but Tendring District is much lower. Braintree has a higher average dwelling price than Tendring and Colchester at £215,851, but is still lower than the county and national average.

Dwelling prices within Tendring District have increased by 17% since 2003, despite fluctuating between 2009 and 2013. Average house prices in Braintree and Colchester increased by higher percentages in the same time period, at 23.2% and 23.4% respectively. The average dwelling prices within Tendring, Braintree and Colchester have continuously been lower than the sub-national and national averages and the price gap has widened in recent years between the Districts average and the national average. In 2003 the average dwelling price in Tendring was £143,750 which was £46,387 less than the Essex average of £190,137 and £23,034 less than the national average of £166,784. In 2013 the difference was £77,540 and £77,917 compared with Essex and England respectively. For Braintree, the difference compared with Essex in 2003 was

£15,536 and in 2013 it was £30,518. Colchester registered a larger change than Braintree, where the difference compared to Essex in 2003 was £26,048 and in 2013 was £43,744.

### 3.3. Housing Need - Strategic Housing Market Assessment (SHMA)

The SHMA Update observed that, due to the requirement for significant deposit to access a mortgage, few households aspiring to home ownership would have access to sufficient funds to purchase a home in the District. The Update identifies a notable increase in the proportion of households in the private rented sector and a decrease in all other tenure groups with owner-occupiers with a mortgage recording the biggest fall.

**Table 18: Size mix of housing requirement (per annum)**

Housing Type	Number	Percentage
<b>Market Housing</b>		
1 bedroom	38	8.8%
2 bedroom	121	27.9%
3 bedroom	176	40.6%
4 + bedroom	99	22.8%
Sub-total	434	100.0%
<b>Shared Ownership</b>		
1 bedroom	6	100.0%
2 bedroom	0	0.0%
3 bedroom	0	0.0%
4 + bedroom	0	0.0%
Sub-total	6	100.0%
<b>Affordable Rented / Social Rented Housing</b>		
1 bedroom	11	7.0%
2 bedroom	75	47.8%
3 bedroom	48	30.6%
4 + bedroom	23	14.6%
Sub-total	157	100.0%
<b>All Housing</b>		
1 bedroom	55	9.2%
2 bedroom	196	32.8%
3 bedroom	224	37.5%
4 + bedroom	122	20.4%
Total	597	100.0%

Source: Braintree, Colchester, Chelmsford and Tendring District Councils SHMA update (Dec 2015)

The updated SHMA for Braintree, Colchester, Chelmsford and Tendring Councils indicates that the majority of market housing and affordable housing should be 2 and 3 bedroom properties. This trend is replicated when assessing all housing, with 70.3% of housing need across the Districts and Boroughs is 2 and 3 bedroom dwellings.

### 3.4. Homelessness

**Table 19: Number of decisions and acceptances made between 2009/2010 and Q1 2015/2016 in Braintree**

Year		Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
10/11	Decisions	11	16	15	13	14	16	16	16	12	17	14	30	190
	Acceptances	7	8	7	3	9	13	8	11	8	7	8	15	104
11/12	Decisions	17	23	17	16	22	24	11	11	19	11	19	19	209
	Acceptances	11	17	14	12	12	7	6	9	16	8	13	12	137
12/13	Decisions	18	12	15	21	31	13	29	18	14		15	16	221
	Acceptances	11	10	12	16	24	9	19	13	9	15	12	14	164
13/14	Decisions	19	21	15	23	16	22	23	16	18	17	15	26	231
	Acceptances	12	18	10	16	13	14	17	8	13	13	12	20	166
14/15	Decisions	24	20	28	21	10	7	20	18	12	15	9	22	206
	Acceptances	20	15	21	8	7	5	14	12	8	10	6	14	140
15/16	Decisions	9	9	7										25
	Acceptances	3	3	3										9

Source: Braintree District Council Homelessness Strategy Statistical Update Q1 2015/16 (June 2015)

The number of homeless people accepted in Braintree District in 2014/15 was 140. This is the third lowest figure across the study period with the lowest being the three previous years (2010/11 and 2011/12) at 104 and 137 homeless acceptances. Homelessness acceptances decreased from the previous year by 26, and early statistics from the first quarter of 2015/16 indicate there is likely to be a further reduction when the statistics for this year are completed.

**Table 20: Housing Options Service Statistics in Tendring District**

Year	Number of Approaches	Housing Advice	Homelessness Prevention	Homelessness Applications	Homelessness Acceptances
2009/10	2099	1306	593	200	67
2010/11	2110	1461	485	164	75
2011/12	1862	1302	408	152	70
2012/13	1702	1255	337	110	45
2013/14	1774	1231	456	87	24

Source: Tendring Homelessness Strategy 2009-2014 statistical update

Following an increase in homeless acceptances in 2010/11, numbers have begun to fall steadily within Tendring District, with 2013/14 seeing the lowest number in the last 6 years of 24 acceptances. This is in contrast with national increases in homelessness acceptances.

During the 2013/14 financial year, there was a 23% decrease in the number of homelessness applications to the council. This follows the national trend as 111,960 applications were made to local authorities during 2013/14 which is a decrease of 1%t from 113,520 in 2012/13.

In 2014/15 the number of applications In Colchester increased by 23% to 342 (the same total as 2012/13). Between 1 January and 31 March 2015, local housing authorities in England received 27,640 applications; this is 2 per cent higher than in the corresponding quarter in 2014.

The number of acceptances has also decreased by 22% in 2013/14 from the previous year. This is also in line with the national trend as during the 2013/14 financial year, 52,270 households were accepted by local authorities as being owed the main homelessness duty. This is a decrease of 3 per cent from 53,770 in 2012/13.

The 28% increase in acceptances in the last financial year 2014/15, almost mirrors the number of acceptances in 2012/13. In England there were 54,430 acceptances in financial year 2014-15, up 4 per cent from 52,290 in 2013-14.

Over the last 3 years there has been a significant reduction in the number of 16/17 year olds being accepted as homeless. Early intervention and prevention options have been developed for young people at risk of becoming homeless in the Borough.

Source: Colchester Borough Council Homelessness Strategy Evidence Base update 2015

### 3.5. Gypsy and Traveller Accommodation

**Table 21: Gypsy and Traveller Count for Tendring District**

Tendring		Authorised sites (with planning permission)				Unauthorised sites (without planning permission)				Total All Caravans
Year	Month	Socially Rented Caravans	Private Caravans			Number of caravans on own land	Number of caravans on land not owned by Travellers			
			Temporary Planning Permission	Permanent Planning Permission	All Private Caravans	“Tolerated”	“Not Tolerated”	“Tolerated”	“Not Tolerated”	
2014	Jan	0	0	26	26	1	1	0	0	28
	July	0	0	26	26	0	2	0	14	42
2015	Jan	0	0	26	26	1	1	0	0	28
	July	0	0	26	26	0	2	0	0	28
2016	Jan	0	0	26	26	1	1	0	0	28

Source: DCLG Gypsy and Traveller Caravan Count (Jan 2016)

Note: some figures include imputation. This is due to one of the following reasons:

Local Authority non-response

Incomplete returns

Unable to carry out count due to not being able to access site

**Table 22: Gypsy and traveller Count for Braintree District**

Braintree		Authorised sites (with planning permission)				Unauthorised sites (without planning permission)				Total All Caravans
Year	Month	Socially Rented Caravans	Private Caravans			Number of caravans on own land	Number of caravans on land not owned by Travellers			
			Temporary Planning Permission	Permanent Planning Permission	All Private Caravans	“Tolerated”	“Not Tolerated”	“Tolerated”	“Not Tolerated”	
2014	Jan	40	0	26	26	0	29	0	0	95
	July	40	0	39	39	21	0	0	0	100
2015	Jan	40	0	25	25	29	0	0	0	94
	July	40	0	65	65	0	0	0	15	120
2016	Jan	44	0	67	67	0	0	0	0	111

Source: DCLG Gypsy and Traveller Caravan Count (Jan 2016)

Note: some figures include imputation. This is due to one of the following reasons:

Local Authority non-response

Incomplete returns

Unable to carry out count due to not being able to access site

**Table 23: Gypsy and Traveller Count for Colchester Borough**

Colchester		Authorised sites (with planning permission)				Unauthorised sites (without planning permission)				Total All Caravans
Year	Month	Socially Rented Caravans	Private Caravans		Number of caravans on own land	Number of caravans on land not owned by Travellers				
			Temporary Planning Permission	Permanent Planning Permission		All Private Caravans	“Tolerated”	“Not Tolerated”	“Tolerated”	“Not Tolerated”
2014	Jan	0	0	38	38	2	0	0	0	40
	July	0	0	33	33	2	0	0	8	43
2015	Jan	0	0	36	36	1	7	0	0	44
	July	0	0	50	50	7	0	0	0	57
2016	Jan	0	0	49	49	6	0	0	0	55

Source: DCLG Gypsy and Traveller Caravan Count (Jan 2016)

Note: some figures include imputation. This is due to one of the following reasons:

Local Authority non-response

Incomplete returns

Unable to carry out count due to not being able to access site

## 4. Population and Society

### 4.1. Population

5,803 households migrated into Braintree District from outside the area over the last three years. The highest proportion had moved from Chelmsford (9.6%), followed by 9.0% who had moved from elsewhere in the UK and 7.4% from elsewhere in Essex; only 1.4% had migrated in from abroad. Out-migration from the District was mainly to elsewhere in the UK; the main reasons for leaving the District were family reasons and employment / access to work. In terms of migration patterns from Census 2001 and ONS 2011 data, the main in and out migration to and from the District was in Chelmsford, Colchester, Uttlesford and Greater London.

The predominant ethnic group in Tendring is White British with 97.6% of the population describing themselves as such. The ethnic minority population was 2.4% which in terms of numbers equates to a population of approximately 3,358 people. This is lower than both the estimates for both the East of England and Essex.

The increase in population within Tendring is the catalyst for a number of other sustainability issues within the District within the Plan period. These include additional pressure on public services such as education, health and transport. The additional housing will also promote environmental and climate change pressures.

As well as an overall increase in population over the Plan period, we can also expect to see an ageing population within Tendring District. This will also increase pressure on health provision and the care industry.

The predominant ethnic group in Colchester is White British with 87.5% of the population describing themselves as such. The ethnic minority population was 12.5% which is lower than the national average of 20.2% but higher than the Essex average of 9.2%.

**Table 24: Population**

	2001	2014	% change
Tendring	138,800	139,900	0.79%
Braintree	132,500	150,000	11.67%
Colchester	156,000	180,400	13.53%
East of England	5,400,500	6,018,400	10.27%
Great Britain	57,424,200	62,756,300	8.50%

Source: Based on 2014 mid-year population estimates from ONS

Tendring District has an estimated population of 139,900. Since 2001 the population has grown at a significantly lower rate than that of the region and the country. At 0.79% it is considerably below the national population growth rate of 8.50%. Braintree and Colchester have populations that are growing at much faster rates. At 11.67% and 13.53% respectively, they are significantly higher than the average for Great Britain and are above the average for the region as well.

**Table 25: Population age structure**

	Tendring	Braintree	Colchester	Essex	UK
Persons aged 0-4	5.10%	6.07%	6.37%	6.00%	6.29%
Persons aged 5-14	10.02%	10.76%	11.15%	11.44%	11.48%
Persons aged 15-19	5.62%	5.80%	5.97%	5.89%	5.96%
Persons aged 20-44	23.21%	30.13%	35.14%	30.37%	33.25%
Persons aged 45-64	26.95%	27.18%	24.24%	26.41%	25.34%
Persons aged 65+	29.09%	28,215	17.13%	19.87%	17.68%

Source: Based on 2014 mid-year population estimates from ONS

The majority of Tendring District's population are adults above the age of 65 years. The age bracket 45-64 is in line with the county and national averages as well as the percentages for people aged 15-19. However, the district has a much higher proportion of people aged between 20-44 and 45-64 years than children and teenagers. Similar trends are apparent in Braintree and Colchester, where the number of young children and teenagers is lower than adults. However, in Braintree the largest proportion of the population are in the 20-44 age bracket. The proportion of people in this bracket for Colchester is by far the highest, with a much smaller population aged 65 and over compared with the other Districts as well as Essex and the country.

**Table 26: Population projections**

	2015	2017	2027	2039	Percentage Change (2015-2039)
Tendring	140,000	142,000	152,000	166,000	15.66%
Braintree	151,000	153,000	164,000	176,000	14.20%
Colchester	183,000	187,000	205,000	222,000	17.57%
Essex	1,443,000	1,465,000	1,587,000	1,719,000	16.06%
England	54,780,000	55,640,000	59,493,000	63,282,000	13.44%

Source: ONS Population Projections (May 2016)

The population of Tendring District is projected to increase to 166,000 by 2039 which represents a 15.66% growth on the 2015 population figures. This percentage change is in line with than sub regional growth figures but above national figures. Braintree has a growth rate of below the national average, with the population growing from 151,000 to 176,000 at a rate of 14.20%. Colchester has the highest growth rate, above that of the other districts and the county and national average. It is projected to increase from 183,000 to 222,000 at a rate of 17.57%.

**Table 27: Population projections for Tendring based on broad age groups**

Broad Age Groups	2015	2017	2027	2039
Children	21,000	22,000	23,000	25,000
Working Age	78,000	78,000	79,000	80,000
Older people	41,000	42,000	50,000	62,000

**Table 28: Population projections for Braintree based on broad age groups**

Broad Age Groups	2015	2017	2027	2039
Children	28,000	28,000	28,000	29,000
Working Age	97,000	95,000	98,000	97,000
Older people	31,000	31,000	41,000	51,000

**Table 29: Population projections for Colchester based on broad age groups**

Broad Age Groups	2015	2017	2027	2039
Children	33,000	33,000	39,000	38,000
Working Age	119,000	122,000	128,000	136,000
Older people	32,000	34,000	40,000	49,000

Note: Children (0-14), Working age (15-64), Older people (65 and over)

Source: ONS Population Projections (May 2016)

The population within Tendring is projected to increase overall, but with a higher increase in the population of older people. Categorised as aged 65 years and over, there is projected to be 62,000 older people by 2039. Braintree District is also expected to see a much higher increase in population aged over 65 than the other age brackets. By 2039 the projected number of children in Tendring is 25,000 and Braintree is 29,000 compared with 62,000 and 51,000 aged 65 and over respectively, meaning that the population will be an aging one and will likely result in changing requirements of the District's residents. Colchester however, has a strong majority of people of working age, and growth in all age brackets is expected at similar rates to result in the most stable population structure of the three Districts.

**Table 30: Household projections**

	2012	2017	2022	2027	2032	2037	Percentage Change (2012-2037)
Tendring	62,311	64,596	67,646	71,163	74,814	78,349	20.5%
Essex	588,272	617,169	647,933	678,445	708,556	737,634	20.2%
England	22,304,760	23,396,215	24,505,101	25,578,405	26,604,790	27,548,270	19.0%

Source: ONS (Projections are based on revised 2012), updated December 2015

Household projections are 2012 based and are linked to the 2012 based population projections. In 2012 there were estimated to be 62,311 households within Tendring and by 2037 this is projected to increase by 20.5% to 78,349. This proportional increase is marginally above the county projected increase of 20.2% and more substantially above the national increase of 19.0%.

## 4.2. Education

There are 47 maintained schools in Tendring District, 40 primary schools and 7 secondary schools. There are 2 adult education centres offering a range of courses from beauty therapy and arts and crafts to training courses aimed at the business community.

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 parental preference is maximised. Commissioning School Places in Essex 2015-2020 sets out the requirement, supply and demand for places in maintained primary and secondary schools to 2020 and is updated annually to ensure projections of demand and capacity are as accurate as possible.

In 2015 there were 9,893 primary school pupils and 8,328 secondary school pupils. In 2013, the 6 schools providing sixth form education had 1,307 pupils over the age of 16.

Based on 2013 numbers, overall pupil numbers in secondary schools in Clacton are predicted to decline in the period 2013/18 to 8,000 (7.1% decrease) with housing 8,395 (2.5% decrease). However, demand for year 7 places in Clacton is forecast to increase from 2017/2018 onwards once pupils from anticipated new housing are included in the forecast. Pupil numbers in secondary schools/academies in the rest of the District are forecast to remain stable. The impact of any new housing in the locality of these schools will be closely monitored to ensure there are sufficient school places to meet any increase in demand.

Essex County Council Education Authority state that the numbers of primary and secondary pupils will increase up to 2018. These increases are significant and will have knock-on impacts in terms of sustainability. These impacts include increased vehicle movements which increase carbon dioxide emissions, further pressure on health and the implicit pressure on the education system.

In Colchester, 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.

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. ECC 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.

**Table 31: Number attending and capacity of schools in Tendring District**

	Net Capacity 2014/15	Number on Roll ( 2015)	Surplus/ Deficit 2014/15	Forecast Number on Roll 2019/20	Forecast Surplus/ Deficit 2019/20 including adjustment for new housing
Primary School	10,234	9,893	341	10,083	22
Secondary School	9,156	8,328	828	8,510	148
Special School	-	327	-22	-	-
Total	19,390	18,548	1,147	18,593	170

**Table 32: Number attending and capacity of schools in Braintree District**

	Net Capacity 2014/15	Number on Roll ( 2015)	Surplus/ Deficit 2014/15	Forecast Number on Roll 2019/20	Forecast Surplus/ Deficit 2019/20 including adjustment for new housing
Primary School	12,634	11,771	863	11,847	913
Secondary School	8,958	7,494	1,464	7,800	901
Special School	-	196	6	-	-
Total	21,592	19,461	2,333	19,647	1,814

**Table 33: Number attending and capacity of schools in Colchester Borough**

	Net Capacity 2014/15	Number on Roll ( 2015)	Surplus/ Deficit 2014/15	Forecast Number on Roll 2019/20	Forecast Surplus/ Deficit 2019/20 including adjustment for new housing
Primary School	15,464	14,351	1,113	15,720	-117
Secondary School	10,796	9,863	933	11,223	-793
Special School	-	251*	69*	-	-
Total	26,260	24,465*	2,115*	26,943	-910

\*Langham Oaks School opened April 2015 so data for the Number on Roll is unavailable prior to this date. As such, the surplus/deficit figure does not take into account any pupils on the roll for this school in the calculation and further calculations for total numbers will also not account for this.

Note: some datasets for Special Schools are missing from the Commissioning School Places in Essex report.

Source: Commissioning School Places in Essex 2015-2020 (Data Supplements)

School age population numbers are projected to grow relatively slowly and school capacity within Tendring is expected to be sufficient to accommodate children in the District. Primary schools are predicted to have a surplus of 22 places for the 2019/20 academic year. Secondary schools are predicted to have a surplus of 148 for the same time period including adjustments made to take account of the numbers of primary and secondary pupils it is anticipated will be produced by new housing. Despite there being a surplus of places, the number of additional places available is comparatively small and a slight variance in the actual population increase compared with the estimated increase could result in the need for more school provisions.

Braintree has a surplus of places available for primary and secondary school level education and the forecast figures suggest that the trend will continue including adjusting for new housing in the District. Colchester is in contrast with this. Despite a surplus of places for both levels in the

2014/15 year, the forecasts including adjustments for new housing indicate there will be a deficit of places within the Borough in primary and secondary schools.

Tendring had a deficit of 22 places in special schools, whereas Braintree registered a surplus of 6 places. Colchester figures for special schools may not provide an accurate representation as the replacement of Ramsden Hall Annexe, Langham by Langham Oaks School in 2015 resulted in data being incomplete for this. There is an indication that this new school will provide 64 places, however it is unclear if this will provide a surplus or deficit within the Borough.

**Table 34: Key Stage 4 – GCSE or equivalent**

	All Pupils at the end of KS4 achieving 5+ A* - C	All Pupils at the end of KS4 achieving 5+ A* - G	All Pupils at the end of KS4 achieving 5+ A* - C including English and Mathematics	All Pupils at the end of KS4 achieving 5+ A*-G including English and Mathematics
Tendring	58.0%	91.5%	46.6%	89.2%
Braintree	62.8%	95.5%	51.7%	90.2%
Colchester	71.5%	95.6%	64.6%	93.7%
Essex	67.0%	94.3%	58.4%	92.0%
East of England	66.7%	94.7%	58.2%	92.5%
England	66.5%	94.3%	57.3%	91.7%

Source: Department for Education, (2014/15)

At 58.0% a lower proportion of pupils within Tendring attained five or more A\*-C grades at key stage 4 (KS4) than the county, regional and national equivalent. Braintree and Colchester both registered higher than Tendring for this statistic, and Colchester is higher than the county, region and nation for the percentage of pupils achieving 5+ a\*-C grades.

46.6% of pupils who gained five or more A\*-C grades did so including English and Mathematics in Tendring, which is considerably less the national proportion of 57.3%. Again, Braintree and Colchester had higher percentages of people achieving 5+ \* - C grades including Mathematics and English than Tendring, at 51.7% and 64.6% respectively. The proportion of pupils attaining five or more A\*-G grades was also below the national figure for Tendring, however Braintree and Colchester had a higher percentage than the county, regional and national figures.

**Table 35: Adult qualifications**

	Tendring		Braintree		Colchester		East of England	Great Britain
NVQ4 and above	14,700	19.4%	25,000	27.5%	36,400	32.5%	33.6%	37.1%
NVQ3 and above	32,800	43.3%	42,200	45.2%	62,000	55.4%	53.4%	57.4%
NVQ2 and above	48,800	64.4%	66,900	71.7%	83,200	74.3%	71.5%	73.6%
NVQ1 and above	64,100	84.6%	82,700	88.6%	96,800	86.5%	84.9%	84.9%
Other qualifications	N/A	N/A	3,600	3.9%	6,300	5.6%	7.1%	6.5%

Note: N/A where the sample size is too small to provide a reliable estimate

Source: NOMIS, Jan 2015-Dec 2015

The population of Tendring District has in general fewer qualifications than the overall sub-national and national populations. 84.6% of the working age population of Tendring District which accounts for 64,100 people are qualified to at least level 1 or higher compared to 84.9% across Great Britain. Braintree is higher than Colchester at 86.5% and Tendring is the lowest of the three Districts. Both Braintree and Colchester are above the regional and national average for the percentage of the population with qualifications at VNQ1 or higher. Level 1 represents foundation GNVQ, NVQ 1 or up to 5 GCSEs at grades A\*-C.

The most significant difference is that Tendring has comparatively lower proportions of the population qualified at Level 3 and above than the regional and national averages, with 43.3% of the population having attained at least 2 or more A levels, advanced GNVQ, NVQ 3 or equivalent (level 3) and 19.4% achieving a higher national diploma, degree and higher degree level or equivalent (level 4). Similarly, Braintree is lower than the region and nations for the same education levels, with 45.2% at NVQ3 or above and 27.5% at NVQ4 or above. Colchester however, is more in line with the East of England and Great Britain, although still slightly lower at 54.7% with NVQ3 or above and 32.5% with NVQ4 or above. All three Districts have a less skilled workforce than the region and nation, although Tendring is the least qualified, followed by Braintree and Colchester.

### **4.3. Quality of Life**

All crime in Braintree District has increased between 2011/12 and 2012/13. The largest increase is in Domestic Burglary which has increased by 47.2%. All figures are worse than the County figures which generally show a decrease, although burglary has increased countywide by 11.2%.

Crime data taken from the ONS publication regarding the number of offences recorded by the police, by community Safety Partnership/Local Authority level, year and offence group for the years 2013 to 2014 show that crime in Tendring has risen overall from 8,963 to 9,162 (2.2%). The number of domestic burglaries, recorded as a total number, was down from 586 to 541 (-7.6%). The crude crime rate per 1000 population was 65.

According to ONS figures crime in the District has risen in recent years by just over 2%. With an increasing population, it may be that this figure will continue to rise. Planning can play a big part in kerbing this increase through developments that design out crime.

The community has access to a wide range of Council-run services including three leisure centres with swimming pools, sports centres, recreation grounds, country parks and the Princes Theatre, with an 820 seat auditorium which hosts local events as well as attracting national and international entertainers.

In Colchester, 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, 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 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.

**Table 36: Indices of multiple deprivation 2013**

Essex Rank	Extent	Local Concentration	Average Score	Average Rank
1	Tendring 70	Tendring 40	Tendring 50	Tendring 49
2	Southend 79	Southend 63	Southend 90	Harlow 71
3	Basildon 81	Basildon 83	Basildon 98	Southend 105
4	Thurrock 144	Thurrock 146	Harlow 101	Thurrock 111
5	Harlow 148	Colchester 161	Thurrock 125	Basildon 113
6	Colchester 167	Castle Point 170	Colchester 182	Colchester 185
7	Castle Point 185	Harlow 176	Castle Point 187	Castle Point 187
8	Chelmsford 217	Chelmsford 211	Braintree 202	Braintree 197
9	Braintree 229	Braintree 229	Epping Forest 205	Epping Forest 199
10	Epping Forest 231	Epping Forest 231	Maldon 216	Maldon 204
11	Maldon 249	Maldon 239	Chelmsford 256	Chelmsford 261
12	Rochford 251	Rochford 254	Rochford 281	Rochford 285
13	Brentwood 299	Brentwood 283	Brentwood 297	Brentwood 294
14	Uttlesford 302	Uttlesford 321	Uttlesford 300	Uttlesford 297

Note: The number alongside each authority's name is that authority's national rank for that measure. The smaller the rank the more deprived the local authority.

Source: DCLG, September 2015

Tendring has the highest level of deprivation for a local authority within Greater Essex. Of the 326 local authorities within England, Tendring ranks within the top 25% for extent and the top 16% for the remaining three measures –local concentration, average score and average rank. Braintree and Colchester are less deprived, with Colchester ranking 6<sup>th</sup> in Essex on average and Braintree less deprived ranking 8<sup>th</sup> in Essex on average.

Deprivation is measured on a small scale with local authorities divided in small areas known as Lower Super Output Areas (LSOAs) which have an average of 1,500 people, a minimum of 1,000 and are sub-divisions of wards. There are 32,482 LSOAs in England. Extent is the proportion of a local authority district's population living in the most deprived Local Super Output Areas (LSOAs) in the country. Local concentration refers to 'hot spots' of deprivation by reference to a percentage of the local authority districts population. Average Score is the population weighted average of the combined scores for the LSOAs in a local authority district and average Rank is the population weighted average of the combined ranks for the LSOAs in a local authority district.

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 according to the Colchester Local Plan Sustainability Appraisal Scoping Report (2014). 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.

## 5. Health

The health of the population in Braintree District is generally better than the England average, but is significantly worse than the England average in respect of road injuries and deaths and hip fractures in the over 65s.

The Council provides Careline, a subscription based service, which provides support to elderly, infirm or disabled clients, or people of any age living alone, who want to live independently in their own homes. Through a system of alarm buttons and sensors clients have access to 24/7 support, advice and assistance. The Council and the Careline Service have signed a service agreement with the Essex County Fire and Rescue Service to support the residents of the District. During Careline assessment appointments residents will be asked if they want a home visit from the Fire Service and, during Home Safety Visits, the Fire Service will enquire whether residents wish to be referred to Careline.

As the second highest employer in the District, the care industry is set to expand over the Plan period. The development Plan will need to incorporate the needs and aspirations of an ageing population in the District.

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.

There are 2 hospitals, 33 doctors and 27 dental surgeries within Colchester Borough. In addition, there are 3 clinics, 18 opticians and 32 pharmacies.

### 5.1. Life Expectancy and Health

**Table 37: Life expectancy**

Area	2012-2014	
	Males	Females
Tendring	78.7	82.0
Braintree	80.1	83.4
Colchester	80.0	83.5
East of England	80.4	83.8
England	79.5	83.2

Source: DCLG, 2015

Life expectancy of residents within Tendring District is lower than the regional and national averages with men living for an average of 78.7 years and women on average living 82.0 years. Braintree and Colchester have higher life expectancies for men and women than the national figures, but are both below the regional figures. In general, life expectancy is increasing within the Districts and nationwide. Colchester has the highest life expectancies of the three Districts for women, at 83.5 and Braintree has the highest for men at 80.1. The implications of this will mean that as people live longer there will be increased pressure on services for the elderly.

**Table 38: Incapacity Benefit and Severe Disablement Allowance claimants**

	Tendring		Colchester		Braintree		East of England	Great Britain
Total Population	139,900	N/A	180,400	N/A	150,000	N/A	6,018,400	62,756,300
Total Claiming Out-Of-Work Benefits	2,070	2.7%	1,490	0.8%	1,040	0.7%	1.2%	1.8%
Total Receiving Severe Disability Allowance/ Incapacity Benefit	530	0.4%	390	0.2%	370	0.3%	0.2%	0.3%
Males Claiming Benefits	240	45.3%	180	46.2%	160	43.2%	43.1%	44.7%
Female Claiming Benefits	290	54.7%	210	53.8%	220	59.5%	57.0%	55.3%
Claimants Aged 18-24	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.1%
Claimants Aged 25-49	120	22.6%	110	28.2%	140	37.8%	35.4%	35.2%
Claimants Aged 50+	410	77.4%	270	69.2%	290	78.4%	64.7%	64.8%

Note: N/A is when the sample size is too small for a reliable estimate. Percentages may not equal 100% in total due to rounding.

Source: Department for Work and Pensions, November 2015 and ONS 2016

0.4% of the total population of Tendring District claim either incapacity benefit or severe disability allowance. This is double the percentage of the population in the region claiming the same benefits and 50% more than the national figure. Colchester is in line with the regional average and below the national at 0.2% and Braintree is above the regional and in line with the national figures at 0.3%.

In general, a higher proportion of women claim benefits than men. This is more apparent at the national level where 55% of claimants are women and 45% are men, in line with the trends for Tendring District, Braintree District and Colchester Borough. With regards to age, the highest proportion of claimants in Tendring is aged 50+, followed by those within the age group 25-49 at 77.4% and 22.6% respectively. In Braintree, people aged 50+ and 25-49 accounted for 78.4% and 37.8% of claimants respectively and in Colchester, 69.2% of claimants were aged 50 or over and 28.2% were aged 25-49. Tendring, Braintree and Colchester were above the regional and national averages for claimants aged 50+, but Tendring and Colchester had a smaller percentage of claimants aged 25-49 than Braintree, the region and the country.

**Table 39: Estimated prevalence of obesity in adults and children**

	Children (aged 4-5)	Adults (> 16 years)
Tendring	9.1%	26.3%
Braintree	8.1%	25.2%
Colchester	7.5%	22.7%
Essex	8.1%	24.7%
East of England	8.4%	24.0%
England	9.4%	24.0%

Source: Active People Survey, Public Health England (2013/14 data). Adult obesity statistics are taken from Active People Survey BMI categories 2012-2014.

Both adult and child obesity within Tendring District are considered by the National Centre for Health Outcomes Development to be worse than the corresponding county and regional averages. The prevalence of child obesity within the District is 9.1% which is higher than the county average of 8.1% and in line with the national average of 9.4%. Adult obesity is 26.3% within the District which is above both the county average of 24.7% and the national average of 24.0%. Braintree has a lower percentage of children aged 4-5 classified as obese than the region and nation, and Colchester has a significantly lower percentage than the county, region and nation at 7.5%. Adult obesity is more prevalent in Braintree than the county, region and nation, however, at 22.7%, Colchester has a lower percentage of adults classified as obese.

## 5.2. Physical Activity and Open Space

**Table 40: Adult participation in sport at least once a week**

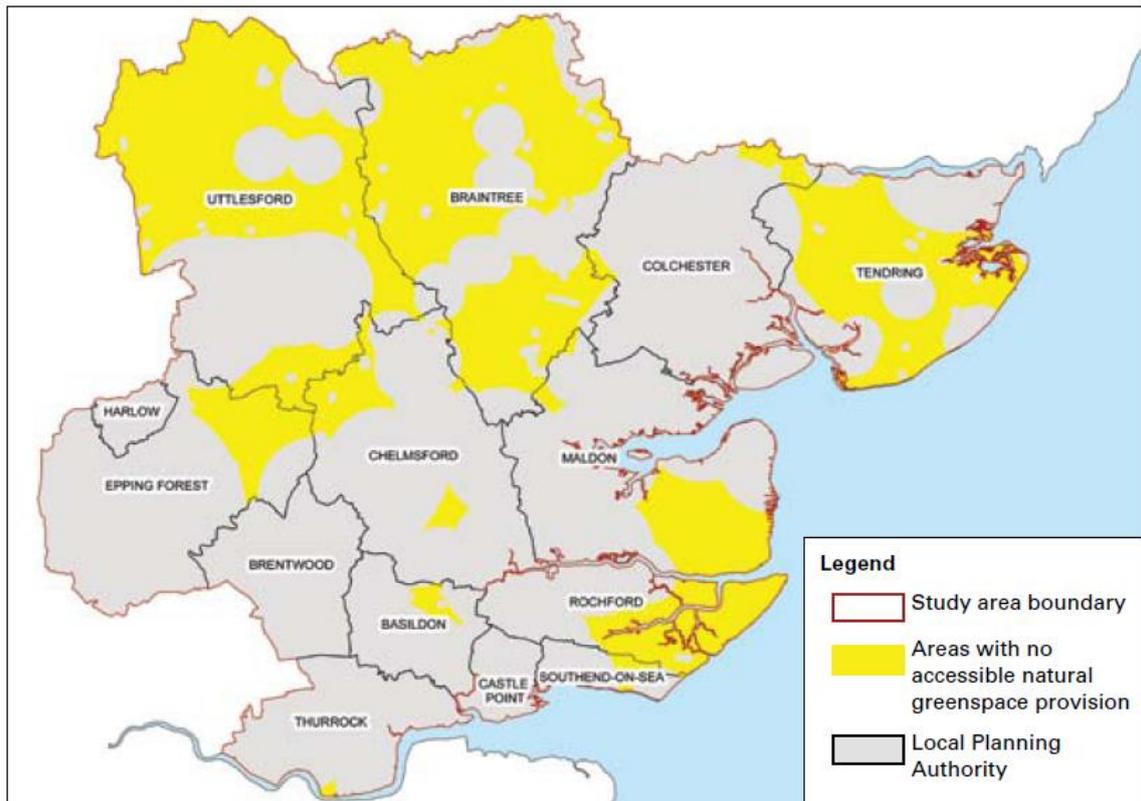
	Active People Survey 7 - Oct 2013	Active People Survey 8 - Oct 2014	Active People Survey 9 - Oct 2015
Tendring	29.4%	29.4%	26.7%
Braintree	34.4%	32.7%	33.0%
Colchester	35.2%	36.9%	36.8%
Essex	36.8%	35.7%	34.8%
East of England	35.9%	35.6%	35.6%
England	36.6%	36.1%	35.8%

Source: Sport England Active People Survey 7, 8 and 9 (October 2015)

The proportion of adults participating in sport at least once a week has decreased in the most recent survey at the county and national levels. In Tendring District, this trend is also apparent with 26.7% of those in the survey active in sport between October 2014 and October 2015, a 2.7% reduction on the previous year. Colchester registered a 0.1% reduction on the previous year and participation in Braintree increased by 0.3%, although the most recent figure is 1.4% lower than APS7 in October 2012-October 2013.

Accessible Natural Greenspace Standard (ANGSt) created by Natural England sets out the minimum amount of accessible natural greenspace that any household should be within reach of. Analysis of Accessible Natural Greenspace Provision for Essex (2009) showed that only 7% of Essex households met all the ANGSt requirements while 14% didn't meet any. According to the report, "the areas that fare the worst according to the ANGSt criteria are the more rural parts of the county; although there may be greenspace surrounding rural inhabitants, there is often limited official public access beyond the footpath network".

Figure 1: Accessible Natural Greenspace in Essex



Source: Diagram taken from Analysis of Accessible Natural Greenspace Provision for Essex (2009)

## 6. Transport

Accessibility by public transport or walking to key services and educational facilities is improved considerably within and in close proximity to the three main towns of Braintree, Halstead and Witham. Just over half of residents live in these three main urban areas, leaving a substantial proportion living in rural areas where the private car is often the main means of transport. As such the private car is the most common means of getting to work and levels of private vehicle ownership are high.

Public transport networks in the towns are adequate during the day on weekdays but during the evening and in rural areas, the availability of public transport can be limited. This can make it difficult for those without access to a car to access key services and facilities, including the less well-off and the District's growing elderly population. Cycle networks are fragmented and mainly available in Witham and Braintree towns.

The major road routes in the District are the A120 and A12. Rail services between Braintree town and London are infrequent, being constrained by its location on a single track branch line.

Stansted Airport is located within Uttlesford District but it is a major employer of Braintree District residents and it is therefore a major cause of out-commuting, with potential negative effects on road congestion and road traffic-related air pollution and greenhouse gas emissions. The airport plans to address these issues by improving the attractiveness of public transport to the airport for both staff and passengers, for example offering discounted travel opportunities and working with bus, coach and rail operators to provide scheduled services that match working patterns where possible.

Tendring District is connected to a network of major roads via the A120, A133 and A137, which provide routes to Chelmsford, London, the M25, Stansted Airport and the Port of Felixstowe. Transportation provision in the District includes 14 railway stations with connections to Colchester, Chelmsford, Ipswich, Norwich, Stratford and London. The average journey time between Clacton-on-Sea and London Liverpool Street is 1 hour 26 minutes. During 2014-2015 Abellio Greater Anglia invested £1.5 million to improve performance and service consistency across the network, £10,000 for customer-focussed service improvements and £300,000 to repair and upgrade rolling stock. A £170 million line upgrade programme was expected to be completed in 2015.

There are numerous bus routes throughout the District including frequent inter-urban routes linking villages to the larger urban areas of the District and the large town of Colchester in the adjoining borough. The dispersed geography of the District means that these services are stretched and causes a reliance on the use of private cars. One of the challenges to future development in Tendring is to minimise the dominance of the car as a main mode of travel.

Whilst rail services have received significant upgrades in the recent years, the same cannot be said for the District's bus network. With an increase in population, many of whom will be older people who may choose not to drive; the pressure on public transport (especially buses) will only increase. Moreover, with the relatively low number of people who work from home and the relatively high number of people who drive, the District is clearly a car-centric place to work. There is scope therefore for more sustainable modes of transport within the District. This can be helped by the planning system that can incentivise working from home, public transport and development located close to transport interchanges.

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. 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 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.

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

**Table 41: 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.

## 6.1. Modes and Flows of Travel

**Table 42: Private Vehicle Ownership**

	No car or van	1 car or van	2 cars or vans	3 cars or vans	4 or more cars or vans	Total cars or vans
Tendring	14,502 (23.4%)	28,147 (45.3%)	14,436 (23.2%)	3,624 (5.8%)	1,396 (2.2%)	74,212
Braintree	9,866 (16.2%)	24,586 (40.3%)	19,605 (32.1%)	4,898 (8.0%)	2,088 (3.4%)	87,944
Colchester	14,741 (20.6%)	31,386 (43.8%)	19,607 (27.4%)	4,277 (6.0%)	1,623 (2.3%)	90,741
East of England	449,358 (17.7%)	1,039,677 (41.1%)	703,968 (27.8%)	166,426 (6.6%)	63,606 (2.5%)	3,231,763
England	5,691,251 (25.8%)	9,301,776 (42.2%)	5,441,593 (24.7%)	1,203,865 (5.5%)	424,883 (1.9%)	25,696,833

Source: 2011 Census, ONS

Proportionately more households own 1 car or van within Tendring District at 45.3%, which is slightly higher than national and regional statistics. Colchester is also higher than the regional and national figures at 43.8% and Braintree has the lowest proportion of households owning 1 or more car at 40.3%.

**Table 43: Travel to work methods for the residential population of Tendring District, Braintree District and Colchester Borough**

	Tendring		Braintree		Colchester		East of England		England	
	Count	%	Count	%	Count	%	Count	%	Count	%
All People	97,050	100.00%	106,718	100.00%	128,562	100.00%	4,245,544	100.00%	38,881,374	100.00%
Works mainly at or from home	6,231	6.42%	8,511	7.98%	8,617	6.70%	161,428	3.80%	1,349,568	3.47%
Underground, metro, light rail or tram	104	0.11%	196	0.18%	174	0.14%	33,110	0.78%	1,027,625	2.64%
Train	2,726	2.81%	6,120	5.73%	6,424	5.00%	205,077	4.83%	1,343,684	3.46%
Bus, minibus or coach	1,250	1.29%	1,619	1.52%	4,824	3.75%	106,303	2.50%	1,886,539	4.85%
Taxi or minicab	284	0.29%	229	0.21%	260	0.20%	13,227	0.31%	131,465	0.34%
Driving a car or van	33,483	34.50%	45,715	42.84%	46,907	36.49%	1,757,121	41.39%	14,345,882	36.90%
Passenger in a car or van	2,915	3.00%	3,540	3.32%	4,123	3.21%	143,749	3.39%	1,264,553	3.25%
Motorcycle, scooter or moped	416	0.43%	446	0.42%	683	0.53%	22,475	0.53%	206,550	0.53%
Bicycle	1,683	1.73%	1,070	1.00%	3,310	2.57%	100,651	2.37%	742,675	1.91%
On foot	5,483	5.65%	6,468	6.06%	9,898	7.70%	288,663	6.80%	2,701,453	6.95%
Other	282	0.29%	286	0.27%	367	0.29%	17,708	0.42%	162,727	0.42%
Not currently working	42,193	43.48%	32,518	30.47%	42,975	33.43%	1,396,032	32.88%	13,718,653	35.28%

Source: Census data 2011 from ONS (updated Jan 2013)

Tendring District has a lower proportion of residents driving to work by either car or van (34.50%) when compared to regional and national levels, although this is only slightly lower than the national statistics. This could be lower as a result of a much higher number of people not currently working in the District. There is also a lower usage of trains as a mode of transport within the District compared to the national trend as well as fewer residents cycling or traveling by underground or on a bus, minibus or coach. The proportion of residents who walk to work is comparatively similar to the regional and national levels.

By contrast, Braintree District has a higher proportion of residents travelling to work by car or van than the regional and national average (at 42.84%). However, there are a similarly higher proportion of commuters using trains to travel to work than the region and the nation. Fewer people cycle to work in Braintree than in Tendring, Colchester, the region and the nation, but more people walk than in Tendring.

A much lower proportion of the population of Colchester drive to work in a car or van than in Braintree and the region. This could be due to the fact that there are more employment opportunities within the Borough and so the distance necessary to travel for work is smaller. More people travel by train than in the region and the nation and more people use buses, minicabs or coaches than in the East of England. Sustainable transport methods are more common in Colchester than in Tendring, Braintree, the East of England or England as a whole, with 2.57% of residents cycling to work and 7.70% walking to work.

The baseline evidence suggests that the proportion of Tendring District's population with one car or van is higher than the national and county average and those residents that use rail for commuting is lower than average. The evidence also suggests that the proportion of residents that use other sustainable modes such as walking and cycling is lower than the national average. Whilst it is considered that the rural nature of the district may have a key role to play in encouraging this, it is important that with the evolution of the plan further consideration is given to how future growth may be delivered to facilitate uplift in sustainable travel.

Table 44: Travel to work flows in Tendring District

Local Authority	Travel in to Tendring from LA for work	Travel out of Tendring to LA for work	Net Flow
Colchester	3,784	8,737	-4,953
Babergh	670	632	38
Ipswich	406	1,071	-665
Braintree	391	811	-420
Suffolk Coastal	178	445	-267
Uttlesford	153	254	-101
Chelmsford	116	672	-556
Mid Suffolk	109	193	-84
Maldon	82	161	-79
St Edmundsbury	31	97	-66
Westminster, City of London	0	869	-869
Tower Hamlets	21	244	-223
<b>TOTAL</b>	<b>6,788</b>	<b>17,412</b>	<b>-10,624</b>

Note: Total net flow does not equal net flow exactly due to only the major commuting locations being included.

Source: NOMIS, census data 2011

The District of Tendring was recorded in the 2011 National Census as having 6,788 workers travelling in for employment within the District, and 17,412 travelling outside of the District for work. The job count within the district is lower than the working age population, resulting in people travelling out of the District to work. It can be seen that only 67.6% (36,388) of Tendring residents in employment worked in the area, meaning that almost a quarter of all residents travelled to work

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outside the District. This also indicates that just under a quarter of all the jobs in the area are taken by people living elsewhere, and travelling in.

The major employment destination of Tendring residents outside the District was the Colchester, with 8,737 (50.2%) of Tendring District outflows travelling to that destination for work. The next most popular destinations for employment were the neighbouring areas of Ipswich with 1,071 commuters (6.2%) and Westminster, City of London with 869 (5.0%).

The largest flows of people travelling to the District to work come from Colchester (55.7% or 3,784), Babergh (9.9% or 670) and Ipswich (6.0% or 406).

**Table 45: Travel to work flows in Braintree District**

Local Authority	Travel in to Braintree from LA for work	Travel out of Braintree to LA for work	Net Flow
Colchester	3,617	3,665	-48
Chelmsford	2,634	6,854	-4,220
Maldon	1,339	1,363	-24
Babergh	1,142	1,211	-69
Uttlesford	886	3,830	-2,944
Tendring	811	391	420
St Edmundsbury	620	878	-258
Ipswich	447	249	198
Basildon	320	867	-547
Southend-on-Sea	221	204	17
Westminster, City of London	5	2,889	-2,884
Tower Hamlets	33	887	-854
Brentwood	170	596	-426
TOTAL	15,240	31,765	-16,525

Note: Total net flow does not equal net flow exactly due to only the major commuting locations being included.

Source: NOMIS, census data 2011

The District of Braintree was recorded in the 2011 National Census as having 15,240 workers travelling in for employment within the District, and 31,765 travelling outside of the District for work. The job count within the district is lower than the working age population, resulting in people travelling out of the District to work. It can be seen that only 59.9% (47,535) of Braintree residents in employment worked in the area, meaning that over a third of all residents travelled to work outside the District. This also indicates that just under a fifth of all the jobs in the area are taken by people living elsewhere, and travelling in.

The major employment destination of Braintree residents outside the District was Chelmsford, with 6,854 (21.6%) of Braintree District outflows travelling to that destination for work. The next most popular destinations for employment were Uttlesford with 3,830 commuters (12.1%) and Colchester with 3,665 (11.5%).

The largest flows of people travelling to the District to work come from Colchester (23.7% or 3,617), Chelmsford (17.3% or 2,634) and Maldon (8.8% or 1,339).

**Table 46: Travel to work flows in Colchester Borough**

Local Authority	Travel in to Colchester from LA for work	Travel out of Colchester to LA for work	Net Flow
Tendring	8,737	3,784	4,953
Braintree	3,665	3,617	48
Babergh	2,440	1,266	1,174
Ipswich	1,315	1,434	-119
Maldon	1,137	1,384	-247
Chelmsford	949	2,525	-1,576
Suffolk Coastal	538	437	101
Mid Suffolk	420	245	175
Uttlesford	235	483	-248
Basildon	203	468	-265
Westminster, City of London	6	2,724	-2,718
Tower Hamlets	32	759	-727
<b>TOTAL</b>	<b>23,036</b>	<b>24,850</b>	<b>-1,814</b>

Note: Total net flow does not equal net flow exactly due to only the major commuting locations being included.

Source: NOMIS, census data 2011

The Borough of Colchester was recorded in the 2011 National Census as having 23,036 workers travelling in for employment within the District, and 24,850 travelling outside of the Borough for work. The job count within the Borough is lower than the working age population, resulting in people travelling out of the Borough to work. It can be seen that 73.7% (24,850) of Colchester residents in employment worked in the area, meaning that just over a quarter of all residents travelled to work outside the Borough. This also indicates that just over a quarter of all the jobs in the area are taken by people living elsewhere, and travelling in.

The major employment destination of Colchester residents outside the Borough was Tendring, with 3,784 (15.2%) of Colchester Borough outflows travelling to that destination for work. The next most popular destinations for employment were Braintree with 3,617 commuters (14.6%) and Westminster, City of London with 2,724 (11.0%).

The largest flows of people travelling to the Borough to work come from Tendring (37.9% or 8,737), Braintree (15.9% or 3,665) and Babergh (10.6% or 2,440).

## 7. Cultural Heritage

Braintree District is an area of undulating countryside, bordered by the River Stour valley to the north. The area is also drained by the upper reaches of the River Colne and the River Pant/Blackwater, as well as many smaller streams and tributaries creating a landscape of gentle slopes and small valleys. The historic features of this landscape and of the urban areas described below are potentially sensitive to development.

The urban areas of the District comprise Braintree, Witham, Kelvedon, Coggeshall and Halstead, all of which were medieval market towns, some having their origins in Roman times. The rural settlement pattern was historically very dispersed, comprising church/hall complexes, manors, farms, moated sites and small hamlets strung out along extensive network of linear and triangular greens, the latter located at road junctions. Post-1950s boundary loss varies widely.

The River Stour and River Colne valley bottoms are characterised by extensive meadows or meadow pasture. The higher ground between them is characterised by a complex mix of pre-18<sup>th</sup> century irregular fields of probable medieval origin or older and common arable fields enclosed by agreement largely before the mid-19<sup>th</sup> century. The Upper Pant/Blackwater valley, and the area to the southwest of Braintree town, are characterised by pre-18<sup>th</sup> century irregular fields. The Coggeshall area is complex, comprising a mix of pre-18<sup>th</sup> century irregular fields and pre-18<sup>th</sup> century co-axial fields. The southern part of the District has a more complex fieldscape with a mixture of irregular and regular fields, including some co-axial fields, and enclosed heathlands and commons. The area around Gosfield is notable for its Ancient Woodland and a number of large landscaped parks, some of which are medieval in origin, including Gosfield Hall, Gosfield Place and Marks Hall Park.

Tendring contains 9 Protected Lanes, preserved for their historic indication of ancient road patterns in the District.

The historic centres of Harwich, Manningtree, Mistley and St Osyth contain many impressive and unique historic buildings and monuments examples of which include the St Osyth Priory Gatehouse (Scheduled Monument, Grade 1 Listed building) an important example of a monastic building of the Augustinian order whose façade is one of the best preserved examples of knapped flint and stone flushwork to be found in East Anglia. The impressive 18<sup>th</sup> Century Mistley Towers (Scheduled Monument Grade 1 Listed building), the remains of a church designed by Robert Adam and The Harwich Redoubt (Scheduled Monument Grade II\* Listed building) a circular fort which supported 10 gun embrasures, completed in 1810 to defend the harbour against invasion during the Napoleonic War. These are just a few examples of the heritage assets within the District. Within these historic centres there is a greater likelihood of archaeological remains due to their complex history and development of their communities over many centuries. These centres are sensitive to development in much the same way as is the ecology of an environmentally important area.

The Council realises the importance of the conservation, management and enhancement of the historic environment and its integration into development within Tendring District for the enjoyment of future generations.

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.

## **7.1. Recorded Archaeological Sites and Finds in Tendring, Braintree and Colchester**

The Essex Historic Environment Record (EHER) contains approximately 3,459 archaeological records relating to Braintree District out of a total of 24,699 for the County. There is evidence for prehistoric activity in and around Braintree, including a Late Iron Age ditched enclosure containing roundhouses on the site of the later Roman town. A second bank and ditch is known to have run along the southern side of the Coggeshall and Cressing Roads. It has been suggested that this feature is an Iron Age oppidum enclosing an area of about 50 ha on the northern slope of the Brain valley (Drury, 1976), however this has not been proven.

The Roman Small Town appears to have been confined within a triangular area between the main Roman roads of Stane Street (Rayne Road) and the Sudbury-Chelmsford route (London Road). Within the area of the Roman town there appears to have been two phases of development. The first century town was concentrated in the area of the modern Pierrefitte Way, and there is some suggestion of deliberate planning in the initial layout of the town with the minor roads and major boundary ditches running at right-angles to London Road, forming blocks approximately 145 m apart. In the second and third centuries the town expanded into the Rayne Road and George Yard area, and there appear to have been a second phase of road building, which cut across the original layout. The cemetery was located on the western edge of the built-up area.

There is evidence that there was a Saxon settlement in Braintree, but there is nothing to suggest that it was ever urban in nature. Occupation remains have been recovered from the area to the south-west of St Michael's Church, and the church itself may have had a Saxon predecessor. In the later Saxon period the Braintree area formed part of the estates of a Saxon thegn, Aetheric, who willed his Braintree lands to the Bishops of London in 991. The Bishops of London's estate at Braintree was probably administered from Chapel Hill, where their manor house was certainly sited in the medieval period.

The early settlement focus for Braintree was probably located in the area of St Michael's Church, with a second focus around the Bishop's manor house and St John's Chapel at Chapel Hill. It has been postulated that St John's Chapel was the original parish church for Braintree, and St Michael's was a subsidiary chapel, the roles being reversed at the beginning of the thirteenth century when the 'new town' was created. In 1199 a grant was made to the Bishop of London of a weekly market and annual fair. As a consequence of this grant he founded a 'new town' at Braintree on Episcopal estate land, on the eastern side of the main road junction. In the fourteenth and fifteenth centuries Braintree became an important cloth centre.

Braintree was still an important cloth town at the beginning of the post-medieval period, specialising in the manufacture of bays and says. However, the woollen cloth industry went into terminal decline in the eighteenth century, and the nineteenth century saw the rise of the silk industry, the principal firms of which were Courtauld and Walters. The importance of the market and the retail trade also continued to grow. In addition the first half of the twentieth century was dominated by the growth of metal manufacturing firms, notably Crittalls. In 1939 the parishes of Bocking and Braintree were united to form a single Urban District.

Archaeological deposits across Tendring, Braintree and Colchester range in date from the Palaeolithic, through to structures related to the Cold War. However, it should also be remembered that the EHER records represent only the known deposits with many new sites being identified each year. Archaeological sites (and their setting) constitute a finite, non-renewable resource which is vulnerable to damage. There is a need for updated Historic Characterisation Studies within the Districts and Borough to provide a more accurate description of the archaeological deposits in order to better understand the vulnerability of the historic environment.

## 7.2. Listed Buildings

**Table 47: Listed Buildings**

Type of Listed Building	Tendring	Braintree	Colchester
Grade I	19	67	41
Grade II*	45	185	103
Grade II	905	2,945	1,419
Total	996	3,237	1,608

Source: Historic England 2016

There are 996 designated listed buildings within Tendring District and the majority of them are grade II listed. This means they are nationally important and of special interest. 1.9% of all the listed buildings are considered to be of exceptional interest and internationally important (grade I) and 4.5% are classed as particularly important buildings of more than special interest (grade II\*).

Braintree has the highest number of listed buildings of the 3 Districts, with 3,237. The large majority of these listed buildings are grade II. This means they are nationally important and of special interest. 2.1% of all the listed buildings are considered to be of exceptional interest and internationally important (grade I) and 5.7% are classed as particularly important buildings of more than special interest (grade II\*).

Colchester has a total number of 1,608 listed buildings. The large majority of these listed buildings are grade II. This means they are nationally important and of special interest. 2.5% of all the listed buildings are considered to be of exceptional interest and internationally important (grade I) and 6.4% are classed as particularly important buildings of more than special interest (grade II\*).

According to the Heritage at Risk Register (2016), there are 15 assets listed as being at risk in Tendring. This consists of 7 scheduled monuments, 4 listed buildings and 4 conservation areas. Of the 4 listed buildings, Naze Tower is currently progressing through a repair scheme, Spring Valley Mill is in slow decay with no solution agreed and the Church of St George and the Church of St Michael are in very bad and poor conditions respectively. Both churches are at immediate risk of further rapid deterioration or loss of fabric with no solution agreed.

The 7 scheduled monuments are:

- Crop mark site south of Ardleigh, Ardleigh (archaeology)
- Beacon Hill Fort: a late 19th and 20th century coastal; artillery fortification, Harwich (archaeology)
- Martello Tower “K”, Kirby Road, Walton on the Naze, Frinton and Walton.
- Martello Tower “D”, 450 metres south-south-west of Clubhouse, Clacton Golf Course, Clacton on Sea
- Martello Tower “E”, 300 metres south west of junction of Marine Parade West and Wash Lane, Clacton on Sea
- Beacon Hill Fort, Harwich
- St Osyth’s Priory, St. Osyth

The 4 listed buildings at immediate risk or vulnerable of becoming so are:

- Church of St Michael, The Street, Frinton and Walton
- Church of St George, Badley Hall Road, Great Bromley
- Spring Valley Mill, Spring Valley Lane, Ardleigh
- Naze Tower, the Naze, Frinton and Walton

The 4 Conservation Areas at risk are:

- Clacton Seafront, Clacton-on-Sea
- Dovercourt, Harwich
- St Osyth, St. Osyth

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- Thorpe-le-Soken Station and Maltings, Thorpe-le-Soken

There are 7 assets listed as being at risk in Braintree. This consists of 3 scheduled monuments, 2 listed places of worship and 2 conservation areas. The 2 listed places of worship, Parish Church of All Saints, The Street and Parish Church, Hall Road are currently both progressing through a repair scheme after being categorised as in very bad condition.

The 3 scheduled monuments are:

- Long mortuary enclosure and round barrow 160m south west of Frame Farm
- Roman villa 480m south east of Hill Farm
- Circular cropmark at Ferriers Farm, 190m south-west of Hill Farm

The 2 listed places of worship at immediate risk or vulnerable of becoming so are:

- Parish Church of All Saints, the Street
- Parish Church (Dedication Unknown), Hall Road

The 2 conservation areas at immediate risk or vulnerable of becoming so are:

- Sible Hedingham South (Swan Street)
- Silver End

There are 10 assets listed as being at risk in Colchester. This consists of 4 scheduled monuments, 2 listed places of worship, 1 listed building and 3 conservation areas. The 2 listed places of worship, Church of St Botolph, St Botolph's Street and Church of St Peter, north Hill are currently both categorised as in poor condition and are in slow decay with no solution agreed. The listed building, Municipal Water Tower (Jumbo), Balcerne Passage, is also in poor condition and in slow decay with no solution agreed.

The 4 scheduled monuments are:

- Small multivallate hillfort known as Pitchbury Ramparts
- Remains of St Mary the Virgin's Church
- Roman villa 450m south of Warren's Farm
- Remains of St Mary's Church

The 2 listed places of worship at immediate risk or vulnerable of becoming so are:

- Church of St Botolph, St Botolph's Street
- Church of St Peter, north Hill

The listed building at immediate risk or vulnerable of becoming so are:

- Municipal Water Tower (Jumbo), Balcerne Passage

Source: Historic England 2016

### **7.3. Scheduled Monuments**

Colchester Borough boasts 52 Scheduled Monuments, which is the highest number when compared with Braintree and Tendring. Braintree District contains 40 Scheduled Monuments and Tendring District benefits from 27 Scheduled Monuments which include above and below ground features.

### **7.4. Historic Parks and Gardens**

There are 3 registered parks and gardens within Tendring District which have each been designated by English Heritage as being "a park or garden of special historic interest". They are:

St Osyth's Priory (Grade II) - Late-C19/early-C20 gardens, laid out within C16 garden walls beside medieval buildings, set within a park which retains possible monastic fish ponds, developed as a whole in the C18, with C19 reworking. The c.76ha site is bounded by a farm track and agricultural

land to the north, by the main road from Colchester to the east, and by the road known as The Bury and the village green to the south.

Thorpe Hall (Grade II) - Early C20 shrub and water gardens developed by the owner, Lady Byng, from 1913 onwards. Thorpe Hall lies on the south side of the village of Thorpe-le-Soken which is situated c 16km to the east of Colchester and c 5km to the west of the Essex coast at Walton-on-the-Naze. The c 12ha site is bounded to the west by Station Road, to the south by a public footpath bordering arable land, to the east by farmland and Hall Lane, and to the north by the gardens of houses running along Abbey Street. The relatively flat land is set on the edge of the village in a busy rural part of the county.

Clacton Seafront Garden (Grade II) - Seafront gardens laid out to a design by the County Surveyor, Daniel Bowe, in 1921. The Seafront Gardens at Clacton are located in the centre of the resort, on the south-west side of the Pier, with fine views out to sea. The long, thin, c 0.5ha level site is bounded to the north-west by Marine Parade West, to the north-east by Pier Gap (a short drive linking Marine Parade to the Pier), and to the south-east by a narrow band of cliffs leading down to Kings Parade, a pedestrian promenade running along the beach. At the south-west end of the gardens, the land between Kings Parade and Marine Parade West is laid to grass banks, partially planted in a naturalistic fashion.

There are 8 registered parks and gardens within Braintree District which have each been designated by English Heritage as being “a park or garden of special historic interest”. They are:

- Hatfield Priory
- Spains Hall
- Gosfield Hall
- Faulkbourne Hall
- Saling Hall
- Belchamp Hall
- Saling Grove
- Terling Place

There are 4 registered parks and gardens within Colchester Borough which have each been designated by English Heritage as being “a park or garden of special historic interest”. They are:

- Layer Marney Tower
- Colchester Castle Park
- Wivenhoe Park
- Severalls Hospital

Source: Historic England 2016

## 7.5. Conservation Areas

Braintree has the most conservation areas compared with the 3 Districts with 37. Both Tendring and Colchester have 22 conservation areas which are defined as historical settlements and buildings having 'special architectural or historical interest, the character of which is desirable to preserve or enhance'. The objective of the Conservation Area designation is to ensure that the character of the defined area is protected from developments which do not preserve or enhance its character. The names of all the conservation areas are listed in the table below.

**Table 48: Conservation Areas**

Conservation Area			
	Tendring	Braintree	Colchester
1	Ardleigh	Ashen	Birch
2	Bradfield	Belchamp Otten	Boxted
3	Brightlingsea	Belchamp St. Paul	Chappel
4	Brightlingsea Hall and All Saints Church	Belchamp Walter	Colchester – Abbey Field
5	Clacton Sea Front	Birdbrook	Colchester – Distillery Pond
6	Dovercourt	Braintree Town Centre and Bradford Street	Colchester – Hythe
7	Frinton-on-Sea	Bocking Church Street	Colchester – Lexden Road, The Avenue
8	Frinton Park	Bulmer	Colchester – Lexden Village
9	Great Bentley	Bures Hamlet	Colchester – North Hill, East Hill, St Johns Green
10	Great Clacton	Castle Hedingham	Colchester New Town
11	Great Holland	Coggeshall	Copford Green
12	Great Oakley	Cressing	Dedham
13	Harwich	Earls Colne	Fingringhoe
14	Kirby-le-Soken	Feering	Fordstreet
15	Lawford	Finchingfield	Great Tey
16	Manningtree and Mistley	Foxearth	Little Horkesley
17	Ramsey	Gosfield	Messing
18	St Osyth (replaced)	Great Bardfield	Rowhedge
19	Tendring Village	Great Saling	Stratford St Mary
20	Thorpe-le-Soken	Great Yeldham	West Mersea
21	Thorpe-le-Soken Station and Maltings	Halstead Town Centre	Wivenhoe
22	Walton	Helions Bumpstead	Wormingford
23		Kelvedon	
24		Pebmarsh	
25		Rayne	
26		Ridgewell	

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Conservation Area			
	Tendring	Braintree	Colchester
27		Sible Hedingham	
28		Silver End	
29		Steeple Bumpstead	
30		Stisted	
31		Terling	
32		Toppesfield	
33		Wethersfield	
34		White Colne	
35		White Notley	
36		Witham Town Centre	
37		Chelmer & Blackwater	

Source: Essex County Council, Braintree District Council, Tendring District Council and Colchester Borough Council, 2016

## **8. Biodiversity and Nature Conservation**

Tendring District has large areas of unspoilt open countryside and a wealth of attractive natural and historic landscapes including areas of importance to nature conservation, particularly around its coast and estuaries. It also contains many buildings of historic and architectural importance, many of which are found in Conservation Areas. These assets are key to the District's attractiveness and its tourist economy but, at the same time, are sensitive to the development pressures stemming from new jobs and homes needed to meet local demands and address the social and economic issues facing the district.

The Naze at Walton, the most easterly peninsular in Essex, is a stunning and increasingly rare example of natural and wild coastline of geological and biological importance which benefits both visitors and wildlife alike. It is an important site for migrating and nesting birds including many rarities and the perfect place for an introduction to marine wildlife with harbour porpoises out to sea, grey seals in the backwaters and a whole host of species to be found on the beaches and in the mud pools. The 70 foot high cliffs, an internationally important Site of Special Scientific Interest, made up of London Clay, Red Crag and Thames sands contain many fossils, such as shark's teeth, shells and wood, which can frequently be found on the beaches. The Naze is rich in history and is dominated by the iconic Naze Tower, built in 1720 by Trinity House to mark the premonitory to shipping approaching Harwich Harbour. The Tower is now open to the public during the summer months and provides a gallery for the display of works by local artists and craftspeople and boasts a 360 degree view of the surrounding land and seascapes from its viewing platform.

Tendring District Council, in partnership with Essex Wildlife Trust, The Naze Protection Society and The Naze Tower, has set up a £1.2 million Naze Heritage Project to protect and help secure the future of the Naze. In 2011 the first phase of the Naze Heritage Project 'the Crag Walk', a 110 metre long viewing platform, was completed. This provides protection from coastal erosion and a stable educational and public access viewing platform from which the public can view the geology of the cliffs. The second phase of the Project, the Naze Education and Visitor Centre, will provide facilities for education, understanding of the natural environment and the ecological and historic importance of the Naze.

The countryside in Tendring District is one of its key assets both in terms of tourism and the living environment for our residents. The Council, working with the Essex Wildlife Trust, has identified over 100 Local Wildlife Sites (LoWS) in the Tendring District including meadowland, grasslands, churchyards and ancient woodlands. LoWS are areas of land with significant wildlife value which provide important wildlife refuges and a green infrastructure network and, although these sites are not protected by law, they are worthy of nature conservation and are protected by planning policy. During the Local Plan period, the Council will work with developers, the Essex Wildlife Trust and other partners to protect LoWS and to create new wildlife habitats as an integral part of new development and as stand-alone projects such as the recent tree planting scheme north of Elmstead Market.

In the north west of the District is the Dedham Vale Area of Outstanding Natural Beauty (AONB), designated for conservation due to its significant landscape value. Made famous by the paintings of Constable and Gainsborough, its traditional grasslands, wildflower meadows and hedgerows provide an opportunity for both residents and visitors to enjoy the peace and beauty of what are among some of England's most precious and vulnerable landscapes. Tendring is also home to the Stour, Orwell and Colne Estuaries and Hamford Water, SPA and RAMSAR sites, designated for the conservation and protection of the habitats of migratory and endangered birds, scarce plants and invertebrates and for the conservation of wetlands and are sites of national and international importance. The Council will work in partnership with adjoining authorities to ensure the management of these sites and their protection from development which would harm or otherwise fail to protect their sensitive character and natural beauty.

Maintaining and enhancing the natural environment of the District is very important to the residents and communities of Tendring. All future developments will need to take account of current natural 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.

Whilst many of the ecologically important sites have protection under national and international law, the same cannot be said for the locally designated sites. It will be an important issue for the Council to consider how significant new development will be on these sensitive sites throughout the Plan period.

There are no international biodiversity designations (Special Areas of Conservation, Special Protection Areas or Ramsar sites) or Nature Improvement Areas (NIAs) in Braintree District. A HRA will be undertaken during the plan preparation process and its results used to inform the Braintree District SA.

There are four Sites of Special Scientific Interest (SSSIs) in Braintree District at Belcher's and Broadfield Woods; Bovingdon Hall Woods; Chalkney Wood; and Glemsford Pits. The condition of these SSSIs is generally favourable, with Belcher's and Broadfield Woods, Chalkney Wood, and Glemsford Pits assessed as 100% favourable and Bovingdon Hall Woods as 93.3% favourable. The 6.7% of Bovingdon Hall Woods assessed as being in 'unfavourable – no change' condition is due to inappropriate deer grazing/browsing rather than development pressure.

There are seven National Nature Reserves (NNRs) located in Essex; none of these are in Braintree District. Braintree District has a total of seven Local Nature Reserves (LNRs) at: Bocking Blackwater; Brickfields / Long Meadow, Earls Colne; Brockwell Meadows, Kelvedon; Colne Valley (dismantled Railway); Cuckoo Wood, Great Notley; Sandpits, Gosfield; Whetmead, Witham. There are three further LNRs located on the border between Essex and Suffolk; Rodbridge Picnic Site, Borley; The Railway Walks from Sudbury to Long Melford where the former railway crosses through Borley parish and the Haverhill Railway Walks on the border of Sturmer parish. All three are part of the Suffolk County Council LNR.

There are 251 Local Wildlife Sites (LWSs) scattered throughout Braintree District, with many concentrated in the centre of the District. There are no SSSIs designated for their geological diversity or any Local Geological Sites in the District.

The Dedham Vale AONB is partially within Colchester Borough, and 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.

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.

## 8.1. Biodiversity Action Plan

The Essex Biodiversity Action Plan (EBAP) 2011 comprises of initiatives relating to 11 habitat types. These are:

- Arable Field Margins
- Hedgerows
- Traditional Orchards
- Lowland Dry Acid Grassland
- Lowland Meadows
- Lowland Heathland
- Ponds
- Floodplain and Coastal Grazing Marsh
- Lowland Raised Bog
- Reedbeds
- Coastal Salt Marsh

In addition to the above, wet woodlands are BAP habitats and will be taken into consideration alongside the listed BAP species and habitats in the SA/SEA of relevant policies and sites in the District's Local Plan.

Source: Essex Biodiversity Action Plan (EBAP) 2011

## 8.2. Designated Sites

There are 3 international designations in Tendring, with the Colne Estuary, Stour and Orwell Estuary and Hamford Water designated as Ramsar, Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). Nationally designated sites include 1 National Nature Reserve (NNR) and 15 Sites of Special Scientific Interest (SSSIs). There are also 125 locally important nature conservation areas which are designated as Local Wildlife Sites (LoWSs). The largest LoWSs within the District are St. Osyth covering 91.3 ha and Lower Farm Marshes covering 61.2 ha.

There are no Ramsar sites, Special Protection Areas (SPAs) Special Areas of Conservation (SACs), or candidate Special Areas of Conservation (cSACs), in Braintree District.

In Colchester, the Blackwater Estuary, Colne Estuary and Abberton Reservoir are designated as Ramsar sites and Special Protection Areas (SPAs) with international protection.

The only NNR within Tendring District is the Colne Estuary, which is also a SSSI. Colne Estuary NNR is a 2,915.2 ha site, the main habitat of which is wetland. Sitting within Colchester and Tendring Districts, The Colne Estuary is comparatively short and branching, with five tidal arms which flow into the main river channel. The estuary is of international importance for wintering Brent Geese and Black-tailed Godwit and of national importance for breeding Little Terns and five other species of wintering waders and wildfowl. The variety of habitats which include mudflat, saltmarsh, grazing marsh, sand and shingle spits, disused gravel pits and reed beds, support outstanding assemblages of invertebrates and plants. Two areas of foreshore at East Mersea are of geological importance. Colne Point and St. Osyth Marsh are of geomorphological interest. In Colchester, the Blackwater Estuary and Colne Estuary are designated as NNRs as well as SSSIs. Braintree District does not contain any NNRs.

In Tendring there are 15 SSSIs are:

- Ardleigh Gravel Pit
- Cattawade Marshes
- Clacton Cliffs & Foreshore
- Colne Estuary
- Hamford Water
- Harwich Foreshore
- Holland Haven Marshes

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- Holland-On-Sea Cliff
- Little Oakley Channel Deposit
- Riddles Wood
- St. Osyth Pit
- Stour and Copperas Woods, Ramsey
- Stour Estuary
- The Naze
- Weeleyhall Wood

In Braintree there are 4 SSSIs:

- Belcher's & Broadfield Woods SSSI
- Bovingdon Hall Woods SSSI
- Chalkney Wood SSSI
- Glemsford Pits SSSI

In Colchester there are 8 SSSIs:

- Abberton Reservoir SSSI
- Blackwater Estuary SSSI
- Bullock Wood SSSI
- Colne Estuary SSSI
- Marks Tey Brickpit SSSI
- Roman River SSSI
- Tiptree Heath SSSI
- Upper Colne Marshes SSSI
- Wivenhoe Gravel Pit SSSI

**Table 49: Condition of Sites of Special Scientific Interest**

Tendring SSSI	% Area meeting PSA target of favourable or unfavourable condition.	Braintree SSSI	% Area meeting PSA target of favourable or unfavourable condition.	Colchester SSSI	% Area meeting PSA target of favourable or unfavourable condition.
Ardleigh Gravel Pit	100.00%	Belcher's and Broadfield Woods	100.00%	Abberton Reservoir	100.00%
Cattawade Marshes	100.00%	Bovingdon Hall Woods	93.30%	Blackwater Estuary	98.44%
Clacton Cliffs & Foreshore	100.00%	Chalkney Wood	100.00%	Bullock Wood	100.00%
Colne Estuary	99.82%	Glemsford Pits	100.00%	Colne Estuary	99.82%
Hamford Water	100.00%			Marks Tey Brickpit	100.00%
Harwich Foreshore	100.00%			Roman River	100.00%
Holland Haven Marshes	100.00%			Tiptree Heath	100.00%
Holland-On-Sea Cliff	100.00%			Upper Colne Marshes	100.00%
Little Oakley Channel Deposit	100.00%			Wivenhoe Gravel Pit	100.00%
Riddles Wood	100.00%				
St. Osyth Pit	100.00%				
Stour and Copperas Woods, Ramsey	100.00%				
Stour Estuary	98.01%				
The Naze	100.00%				
Weeleyhall Wood	100.00%				

Source: Data taken from Natural England, 2016

There is a Public Service Agreement (PSA) target of at least 95% of all nationally important wildlife sites being brought into favourable condition. All 15 SSSI sites in Tendring and all 8 sites in Colchester are meeting this target. 3 of the 4 SSSIs in Braintree are meeting the target, but Bovingdon Hall Woods is at 93.30% favourable or unfavourable recovering. The table above shows the breakdown of each SSSIs condition as of June 2016. Colne Estuary in Tendring and Colchester, Stour Estuary in Tendring, Bovingdon Hall in Braintree and Blackwater Estuary in Colchester are the only SSSIs and not meeting the PSA target for 100% of their area, however the area not in a favourable or favourable recovering condition is small.

In addition to designated sites, consideration should also be given to non-designated value in regards to ecology on a site-by-site basis in order to protect and enhance species and habitats, including those that are protected. This could include Greenfield sites and areas of habitat considered to enrich appreciably the habitat resource within the context of local areas, such as species-rich hedgerows, municipal parklands or individual veteran trees.

## **9. Landscapes**

The District has large areas of unspoilt open countryside and a wealth of attractive natural and historic landscapes including areas of importance to nature conservation, particularly around its coast and estuaries.

In the north west of the District is the Dedham Vale Area of Outstanding Natural Beauty (AONB), designated for conservation due to its significant landscape value. Made famous by the paintings of Constable and Gainsborough, its traditional grasslands, wildflower meadows and hedgerows provide an opportunity for both residents and visitors to enjoy the peace and beauty of what are among some of England's most precious and vulnerable landscapes.

There is no Area of Outstanding Natural Beauty (AONB) in Braintree District but proposals are under consideration to extend Dedham Vale AONB westwards towards Sudbury, crossing over into the north east part of the District. This is being proposed by the Stour Valley Partnership and is supported by Essex County Council, Braintree and Colchester local authorities.

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

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.

### **9.1. Landscape Features**

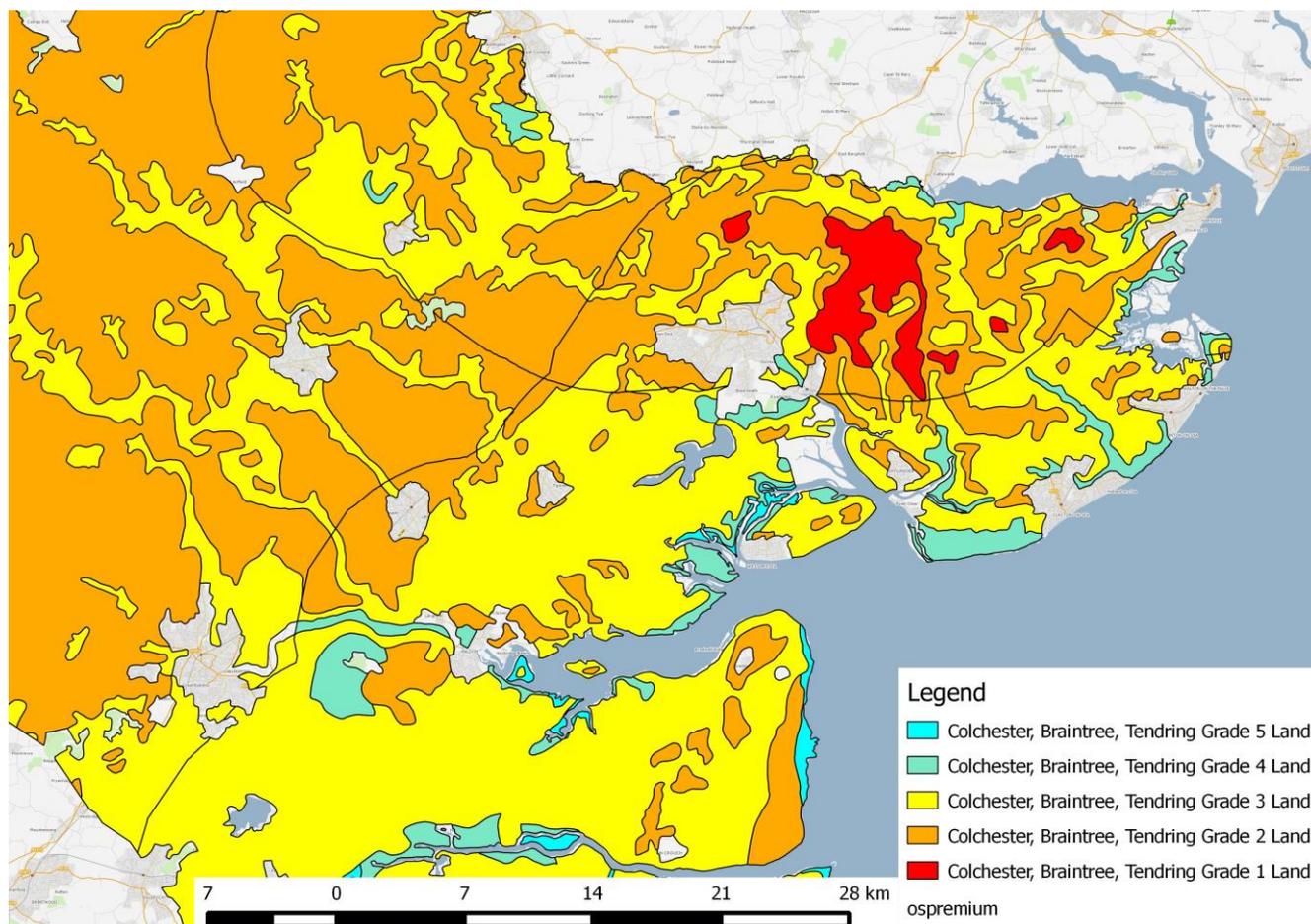
The Landscape Character Assessment for Tendring District identified 30 separate landscape character area types. There is a need for an updated Landscape Character Assessment. Braintree District is categorised into 22 landscape character area types according to the Landscape Character Assessment (2006). Colchester Borough Landscape Character Assessment identified 32 landscape character areas within the Borough.

#### **Ancient Woodland**

Tendring District is noted for its ancient broad-leaf woodland that occurs across a central belt within the District. Three of these woodlands are of national importance, and Stour and Copperas Woods SSSI together form, at 77ha, the largest area of broad leaf ancient woodland in north-east Essex.

## 9.2. Agricultural Land Classification

Figure 2: Agricultural Land Classification in Colchester, Braintree and Tendring District



Source: Essex County Council, QGIS (2016)

Brickearth is the basis of the rich agricultural land of Tendring District giving rise to the Tendring and Wix Soil Series, which are coterminous with the brickearth across the area and are the most extensive soil types in the District. The plateau is classified as Grade 1 or Grade 2 Agricultural Land due to its soils richness and fertility.

Much of soil on the plateau is of the Tendring Soil Series. The soil is usually deep and stoneless and drains reasonably well, although it can also contain sufficient water to avoid drought in most years. The land is agricultural grade 2 and 3.

The Tendring Soil Series is characterised by usually deep and stoneless loams which drain reasonably well, although it can also contain sufficient water to avoid drought in most years. The agricultural land is of the highest grade.

At the headwaters of the Holland brook the Windsor Soil Series are mapped. These are characterised by deep clayey soils mostly with brown subsoils formed upon London Clay. Their high clay content makes them difficult to work and prone to seasonal waterlogging and compaction under arable cropping and poaching under grassland. They are often woodland soils. These soils are often of poorer quality agricultural land.

The majority of agricultural land in Braintree District is classified as Grade 2 or 3, with 65.8% (40,243 hectares) of agricultural land classified as Grade 2 and 29.9% (18,304 hectares) as Grade 3. Grade 1, 2 and 3a agricultural land is considered to represent the best and most versatile agricultural land (note the national agricultural land classification maps do not distinguish between

grade 3a and 3b agricultural land, which can only be established through more detailed survey work).

The existence of large historical manufacturing industries in the Braintree District, has led to some degree of contamination of sites through associated industrial processes, or activities which are now defunct. Contamination of land can have adverse impacts on health and well-being as well as damaging wildlife and contributing to pollution of water bodies.

Tendring has a significant concentration of grade 1 and 2 agricultural land to the north west of the District on the border with Colchester Borough. The majority of the central party of the District is grade 3 land, with small areas of grade 2 running from south west to north east through the centre of Tendring. Coastal areas have lower quality land, with grade 4 land to the south around Colne Point and Holland-on-Sea and grade 4 and 5 land around Harwich and Dovercourt.

Grade 1 and 2 agricultural land is predominantly in the north east of Colchester Borough, with some areas of grade 2 land to the west and north west. Land to the south of the borough is lower quality, the majority of which is grade 3 with some areas of grade 4 and 5 along the banks of the river Colne and Abberton reservoir.

Braintree predominantly features grade 2 agricultural land across the majority of the District, with areas of grade 3 land throughout. Some more concentrations of grade 3 land are notable towards the north of the District. There is an area of poor quality grade 5 land to the east of Stisted and Braintree town.

## **10. Water Environment**

### **10.1. Water Courses**

The main water courses running through Braintree District are the Rivers Blackwater, Colne, Brain, Pant, Stour and Ter. Braintree District contains Source Protection Zones and major aquifers within the northern half of the District, together with scattered minor aquifers in the south of the District.

Following a national review of Catchment Abstraction Management Strategies (CAMS) boundaries, water resources in the South Essex CAMS (excluding the Mardyke catchment) are now incorporated with the North Essex CAMS into the Combined Essex CAMS. The Combined Essex CAMS document sets out the issues for the whole of Essex. The document splits the County into Water Resource Management Units (WRMU), of which two relate to areas which include watercourses within Braintree District. These are WRMU1 and WRMU2.

The integrated WRMU status for WRMU 1 was 'over-abstracted' and for WRMU 2 it was 'no water available' at February 2007. The Combined Essex CAMs Annual Update (March 2008) noted that the availability of water within the Roman River / Layer Brook catchment had changed, however the water availability and restrictions for the remainder of WRMU 1 had not changed since the publication of the CAMS in February 2007.

Essex falls within the Anglian River Basin District. The Anglian River Basin District is subdivided into catchment areas and the Essex Rivers catchment area lies within the counties of Essex and Suffolk, as well as a small part of Cambridgeshire. The Combined Essex catchment area is further subdivided into water body catchment areas. The water bodies which are associated with Braintree District are: R1, Doomsey Brook; R4, Ter; R16, River Chelmer; R23, Blackwater Pant; R91, Brain; R102, Boreham Tributary; and R115, River Blackwater. The majority of water bodies within Braintree District are given a 'moderate' current overall potential Water Framework Directive (WFD) status. However the River Blackwater and the River Chelmer are both given a 'poor' current WFD status.

The open character, nature conservation importance and recreational importance of the floodplains of the River Stour, Colne, Brain, Pent, Blackwater, Ter Valley and their tributaries and the Chelmer and Blackwater Navigation are potentially sensitive to inappropriate development close to these watercourses.

### **10.2. Water Quality**

Tendring's potable drinking water comes from Ardleigh Reservoir. The reservoir covers 120 acres and, as well as providing the District drinking water, is also used for recreational activities including sailing and fishing and is home to the University of Essex Rowing Club. National daily domestic per capita water consumption, according to the WWF, is 150 litres. Nationally, we are expected to reduce the per capita consumption of water to 130 litres (or less) by 2030. In 2010 amendments to the Building Regulations required that new dwellings do not exceed a per capita consumption of water of more than 125 litres per day.

Climate change is leading to more frequent droughts with consequent reduced water availability which, added to the relatively high amount of water consumed by residents within the District, could lead to water shortages. In terms of greenhouse gas emissions, the Council has, in the past few years, reduced its carbon dioxide emissions. However, the per capita emissions in the District have increased slightly in the same period.

All of the watercourses in Braintree District which could potentially receive an increase in discharge from the WwTW (Waste water Treatment Works) (the Rivers Brain, Colne and Pant/Blackwater) are classified as being Heavily Modified under the WFD (Water Framework Directive). This categorisation of Heavily Modified Water Body (HMWB) means that the channel has undergone

significant morphological changes. In the District the majority of these historical changes were for flood protection and navigation. The WFD requirement for HMWBs is to reach good ecological potential (GEP) as opposed to 'good status', however the water quality standards required are consistent, regardless of the designation as HMWB.

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.

Colchester Borough is primarily served by Anglian Water Services, although a small area around Dedham and one around Wivenhoe fall within the area supplied by Tendring Hundred Water.

Both Anglian Water and Tendring Hundred Water are confident that they can supply demand within the Region to at least 2035 (the end of their draft Water Resource Management Plans).

However, AWS recognise that there are potential supply deficits either against dry year averages or critical peak period forecasts and have proposed a range of activities to address these deficits over the next 27 years.

Colchester Borough is serviced by fifteen sewage treatment works of which two (Dedham and Tiptree) also receive discharges from adjacent Local Authority areas.

### **10.3. Flood Risk**

The risk of flooding posed to properties within the District arises from a number of different sources including river flooding, sewer and surface water flooding.

The Mid Essex Strategic Flood Risk Assessment (SFRA), which includes Braintree District, was published in October 2007, with an Appendix relating to Braintree District in July 2008. Flood risk issues and flood management strategies identified in this document are outlined below but the SFRA provides a detailed analysis of flood risk associated with individual sites identified as potential locations for development at that time. This analysis, together with the planned addendum to the SFRA to analyse new sites, will be referenced in the SA of site allocations.

Between April 2011 and March 2012 the Environment Agency objected to four planning applications on flood risk grounds, of which one was granted. Two applications were refused on the grounds of flood risk on site and one application was withdrawn.

With over 60 Kilometres of coastline, the District contains a number of areas at high risk from tidal flooding and coastal erosion. The Essex and South Suffolk Shoreline Management Plan (SMP), prepared in partnership between the Environment Agency, Essex County Council and District Councils, is a strategy for managing flooding and coastal erosion over the next 100 years, in three time periods of 0-20 years, 20-50 years and 50-100 years. The main aims of the SMP are to protect all dwellings and key infrastructure against flooding and erosion, to sustain the quality of the natural and historic environment and to allow natural shoreline evolution where possible to take place. The SMP sets out four strategies to support these aims:

- Hold the Line (HtL) – hold the existing line of defences by maintaining or increasing the standards of defences,
- Advance the Line (AtL) – Build new defences seaward of the existing defences,
- Managed Realignment (MR) – allowing or enabling the shoreline to move with associated management to control or limit the effect on land use and the environment, and;
- No Active Intervention (NAI) – no investment in coastal defences or operations.

The 'Hold the Line' strategy, maintaining the existing defence line, can be seen in the Coastal Protection Scheme between Clacton and Holland on Sea. In 2014 the Clacton to Holland on Sea Coastal Protection Scheme was implemented to provide protection to more than 3,000 homes and commercial premises which would be at serious risk from erosion by the sea during the next 100 years. The £36 million Scheme, funded by the Environment Agency in partnership with Tendring District Council and Essex County Council, covers an area of 5km of coastline from Clacton Pier to Holland Haven. The Scheme will see the installation of 23 fish-tail groynes to combat the effects of erosion and 950,000 cubic metres of sand and shingle beach recharge to replace the substantial amount of beach frontage lost in this area. The groynes will create 22 attractive new beaches in separate bays which can be enjoyed by both residents and visitors at all states of the tide and will encourage greater use of these beaches. Phase 1 of the Scheme was completed in January 2015 providing seven sandy bays, and Phase 2 is expected to be completed by the end of 2015.

Climate change is increasing the magnitude and frequency of intense rainfall events that cause flooding and the risk of flooding from the River Colne and Stour which are also heightened by increased winter precipitation. There is a risk of flooding from a number of sources: fluvial, tidal and pluvial. Tidal flood risk is concentrated along the coastal frontage including Harwich, Parkeston Jaywick and Brightlingsea, which are all low lying. Tidal flood sources are the most dominant in Tendring and tidal flooding can result from a storm surge, high spring tides or both events combined over defended and undefended land. This being said, the Council in partnership with other key stakeholders is tackling tidal flooding by the insertion of new flood defences between Holland-on-Sea and Clacton. 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. 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.

#### Strategic Flood Risk Assessment (SFRA)

A 2015 SFRA update was produced to accompany the emerging Local Plans. The SFRA is a planning tool that enables the council to select and develop sustainable site allocations away from vulnerable flood risk areas. The SFRA will assist the council to make the spatial planning decisions required to inform the Local Plan and contained the following recommendations:

When assessing the suitability of land for development the Council will consider both PPS25 and the SFRA and apply the sequential and exception tests.

The Council should object in principle to new development within Flood Zones 2 and 3 through policy.

If brownfield floodplain redevelopment is proposed, the Council should push for the removal of buildings and restoration of the natural floodplain. Where this is not practical the site redevelopment must not exceed, and where possible reduce, the overall building footprint. Additionally the land use of the site should be changed to a land use with a less vulnerable classification. Brownfield redevelopments within the functional floodplain must be fully flood resilient to minimise damage and enable quick recovery from flooding.

SUDS should be applied where appropriate.

The Council will require a site specific flood risk assessment to be submitted with all planning applications unless they are for developments <1ha located in Flood Zone 1, where there are no existing drainage issues.

The Council should review their Emergency Plan with respect to flooding and raise awareness amongst residents on the measures which can be taken to mitigate against future flooding events.

Development proposals adjoining the main rivers, ordinary watercourses and culverts should be set back.

Opportunities should be sought to restore/deculvert rivers.

## Fluvial Flooding

A hierarchy of flood zones are defined as:

### Zone 1 – (Low Probability)

- Encompasses land assessed as having a less than 1 in 1000 annual probability of flooding in any year (<0.1%).

### Zone 2 – (Medium Probability)

- Comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% – 0.1%).

### Zone 3a – (High Probability)

- Covers land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) in any year.

### Zone 3b – (The Functional Floodplain)

- This zone consists of land where water has to flow or be stored in times of flood. It is land which would flood with an annual probability of 1 in 20 (5%) or greater in any year.

The dominant fluvial systems within Braintree District are the River Blackwater, the River Brain and the River Colne. These rivers run close to a number of settlements. The River Brain flows through the towns of Braintree and Witham. The River Blackwater flows through Braintree, Coggeshall, Kelvedon and to the south of Witham. The confluence of the Rivers Brain and Blackwater is situated to the south east of Witham town centre. The River Colne flows through Great Yeldham, Sible Hedingham and Halstead.

Northern areas of Braintree town are within Flood Zones 2 and 3. These and other areas identified by the Mid Essex SFRA are subject to a higher risk from fluvial flooding.

## Surface Water Flooding

Surface water flooding can occur from sewers, drains, or groundwater and from runoff from land, small water courses and ditches as a result of heavy rainfall.

The Mid Essex SFRA found no indication that groundwater flooding forms a significant risk within the District. Approximately 70% of the District is underlain by London Clay, including all of the main settlements. This forms an impenetrable barrier to groundwater at depth, limiting the risk from this source.

Typically, a Surface Water Management Plan (SWMP) is prepared to identify the causes and effects of surface water flooding and recommend the most cost effective way of managing surface water flood risk for the long term. A SWMP identifies areas where the surface water flood risk is most severe and designates them as Critical Drainage Areas (CDAs). Essex County Council is currently working on a SWMP and its findings will be reflected in the SA once it becomes available.

The updated Flood Map for Surface Water (uFMfSW) provided as part of the Jaywick Strategic Flood Risk Assessment update (2015) predominantly follows topographical flow paths of existing watercourses or dry valleys with some isolated ponding located in low lying areas. It should be noted that, because of its broad-scale nature, wherever possible these mapped outlines should be used in conjunction with other sources of local flooding information to confirm the presence of a surface water risk. Source: Haven Gateway Water Cycle Study (Nov 2009).

The 2007 Braintree SFRA recommended that runoff rates should be restricted for both greenfield and brownfield developments in Bocking, Braintree, Witham and Coggeshall in particular. This is also likely to be appropriate within other settlements to ease surface water flooding and drainage capacity exceedance.

Infiltration techniques are unlikely to be appropriate where the site is underlain by London Clay, such as in Bocking, Braintree, Witham, Halstead, Coggeshall and Kelvedon. Attenuation techniques should be imposed in these circumstances.

**Table 50 Colchester: Summary Timeline of Water Supply, Wastewater, Environment and Flooding**

Development Area		2008-2011	2011-2014	2014-2017	2017-2021
North Colchester	Water Supply Resources	Green	Green	Green	Yellow
	Wastewater Treatment	Red	Red	Red	Red
	Flooding	Green	Green	Green	Green
	Environment – Water Quality	Yellow	Yellow	Yellow	Yellow
	Wastewater Infrastructure	Red	Red	Red	Red
	Waste Supply Infrastructure	Grey	Grey	Grey	Grey
Colchester Town Centre and Fringe	Water Supply Resources	Green	Green	Green	Yellow
	Wastewater Treatment	Red	Red	Red	Red
	Flooding	Yellow	Yellow	Yellow	Yellow
	Environment – Water Quality	Yellow	Yellow	Yellow	Yellow
	Wastewater Infrastructure	Red	Red	Red	Red
	Waste Supply Infrastructure	Grey	Grey	Grey	Grey
South Colchester (Garrison)	Water Supply Resources	Green	Green	Green	Yellow
	Wastewater Treatment	Red	Red	Red	Red
	Flooding	Green	Green	Green	Green
	Environment – Water Quality	Yellow	Yellow	Yellow	Yellow
	Wastewater Infrastructure	Red	Red	Red	Red
	Waste Supply Infrastructure	Grey	Grey	Grey	Grey
East Colchester	Water Supply Resources	Green	Green	Green	Yellow
	Wastewater Treatment	Red	Red	Red	Red
	Flooding	Yellow	Yellow	Yellow	Yellow

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Development Area		2008-2011	2011-2014	2014-2017	2017-2021
	Environment – Water Quality	Yellow	Yellow	Yellow	Yellow
	Wastewater Infrastructure	Red	Red	Red	Red
	Waste Supply Infrastructure	Grey	Grey	Grey	Grey
Stanway	Water Supply Resources	Green	Green	Green	Yellow
	Wastewater Treatment	Red	Red	Red	Red
	Flooding	Green	Green	Green	Green
	Environment – Water Quality	Yellow	Yellow	Yellow	Yellow
	Wastewater Infrastructure	Red	Red	Red	Red
	Waste Supply Infrastructure	Grey	Grey	Grey	Grey
Colchester – Other Areas	Water Supply Resources	Green	Green	Green	Yellow
	Wastewater Treatment	Red	Red	Red	Red
	Flooding	Yellow	Yellow	Yellow	Yellow
	Environment – Water Quality	Yellow	Yellow	Yellow	Yellow
	Wastewater Infrastructure	Grey	Grey	Grey	Grey
	Waste Supply Infrastructure	Grey	Grey	Grey	Grey
Wivenhoe /Roehedge	Water Supply Resources	Green	Green	Green	Yellow
	Wastewater Treatment	Red	Red	Red	Red
	Flooding	Yellow	Yellow	Yellow	Yellow
	Environment – Water Quality	Yellow	Yellow	Yellow	Yellow
	Wastewater Infrastructure	Red	Red	Red	Red
	Waste Supply Infrastructure	Grey	Grey	Grey	Grey
Tiptree	Water Supply Resources	Red	Red	Red	Red
	Wastewater Treatment	Yellow	Yellow	Yellow	Yellow

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Development Area		2008-2011	2011-2014	2014-2017	2017-2021
	Flooding				
	Environment – Water Quality				
	Wastewater Infrastructure				
	Waste Supply Infrastructure				
West Mersea	Water Supply Resources				
	Wastewater Treatment				
	Flooding				
	Environment – Water Quality				
	Wastewater Infrastructure				
	Waste Supply Infrastructure				
Marks Tey	Water Supply Resources				
	Wastewater Treatment				
	Flooding				
	Environment – Water Quality				
	Wastewater Infrastructure				
	Waste Supply Infrastructure				
West Bergholt and Great Horkesley	Water Supply Resources				
	Wastewater Treatment				
	Flooding				
	Environment – Water Quality				
	Wastewater Infrastructure (Horkesley)				
	Wastewater Infrastructure (West Bergholt)				
	Waste Supply Infrastructure				

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Development Area		2008-2011	2011-2014	2014-2017	2017-2021
Other Villages – Eight Ash Green (EAG) and Langenhoe	Water Supply Resources				
	Wastewater Treatment - EAG				
	Wastewater Treatment - Lan				
	Flooding				
	Environment – Water Quality (EAG only)				
	Wastewater Infrastructure				
	Waste Supply Infrastructure				

Source: Haven Gateway Water Cycle Study Stage 2 Report (Nov 2009)

The key activities required to resolve the “red” time periods above are:

Water Supply - Implementation of proposed transfer of water from Planning Zone 56 - Colchester to Planning Zone 63 - Tiptree

Wastewater - Implement proposed discharge consent increases and process improvements at Colchester STW and Copford STW. Upgrade/extension of existing sewers or implementation of new sewer

Water Quality - Implementation of BAT technologies, and therefore significant investment, to keep pollution levels within consent.

**Table 51: Tendring Summary Timeline of Water Supply, Wastewater, Environment and Flooding**

Development Area		2008-2011	2011-2014	2014-2017	2017-2021
Clacton on Sea	Water Supply Resources				
	Wastewater Treatment				
	Flooding				
	Environment – Water Quality				
	Wastewater Infrastructure				
	Waste Supply Infrastructure				
Jaywick	Water Supply Resources				
	Wastewater Treatment				
	Flooding				
	Environment – Water Quality				

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Development Area		2008-2011	2011-2014	2014-2017	2017-2021
	Wastewater Infrastructure				
	Waste Supply Infrastructure				
Harwich and Dovercourt	Water Supply Resources				
	Wastewater Treatment				
	Flooding				
	Environment – Water Quality				
	Wastewater Infrastructure				
	Waste Supply Infrastructure				
Frinton-on-Sea Walton-on-the-Naze	Water Supply Resources				
	Wastewater Treatment				
	Flooding				
	Environment – Water Quality				
	Wastewater Infrastructure				
	Waste Supply Infrastructure				
Brightlingsea	Water Supply Resources				
	Wastewater Treatment				
	Flooding				
	Environment – Water Quality				
	Wastewater Infrastructure				
	Waste Supply Infrastructure				
Lawford, Manningtree and Mistley	Water Supply Resources				
	Wastewater Treatment				
	Flooding				
	Environment –				

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Development Area		2008-2011	2011-2014	2014-2017	2017-2021
	Water Quality				
	Wastewater Infrastructure				
	Waste Supply Infrastructure				
Wix	Water Supply Resources				
	Wastewater Treatment				
	Flooding				
	Environment – Water Quality				
	Wastewater Infrastructure				
	Waste Supply Infrastructure				
Thorpe Le Soken	Water Supply Resources				
	Wastewater Treatment	(Clacton)	(Clacton)	(Clacton)	(Clacton)
	Flooding				
	Environment – Water Quality				
	Wastewater Infrastructure				
	Waste Supply Infrastructure				
St Osyth	Water Supply Resources				
	Wastewater Treatment				
	Flooding				
	Environment – Water Quality				
	Wastewater Infrastructure				
	Waste Supply Infrastructure				
Thorrington	Water Supply Resources				
	Wastewater Treatment				
	Flooding				

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Development Area		2008-2011	2011-2014	2014-2017	2017-2021
	Environment – Water Quality				
	Wastewater Infrastructure				
	Waste Supply Infrastructure				

Source: Haven Gateway Water Cycle Study Stage 2 Report (Nov 2009)

The key activities required to resolve the “red” time periods above are:

Wastewater - Detailed review of development and discharges to establish the required increase in the consented DWF for Jaywick STW, and apply if necessary.

Extension and upgrade/capacity increase of current sewer network.

The current BDC Core Strategy housing targets are within the original regional targets. As such, the WCS steering group has confidence that the potable water supply can accommodate the growth in the District, through the appropriate management of both supply and demand. Funding for any significant regional upgrades required is likely to come from AWS/ ESW as part of subsequent Price Review processes.

Individual sites may require upgrades to the local potable water supply network. However, the water companies are confident that the proximity of the proposed sites to existing network assets will allow any capacity constraints to be overcome, using the developer funding provisions set out by the Water Industry Act 1991.

The Stage 2 Detailed WCS has identified the possible reductions in water demand that may be achieved in new dwellings, and the wider benefits this may provide, to allow BDC to make informed policy decisions regarding water efficiency.

The sensitivity of the receiving watercourses in the District has been discussed, and current water quality concerns highlighted. Despite these factors, it has been shown that the WwTW within the District can treat the increased wastewater flows, using economically feasible, conventional methods to the standards required to prevent any deterioration to the water environment. There is however a risk that future tightening of environmental standards may constrain growth, but this is a regional if not national concern.

Where additional WwTW and sewerage network capacity will be required to accommodate the proposed growth, the timing and possible funding of these upgrades has been discussed. The proposed growth may cause some WwTW operational issues prior to 2015; however AWS remain confident that capacity can be provided to accommodate the total growth. Regarding sewerage network capacity, some phasing conflicts remain in the short to medium term for a number of proposed sites in the main towns; it is imperative that these sewerage network constraints are addressed by BDC, AWS and developers by building on the recommendations given in this WCS at the earliest opportunity.

It has been concluded that the impact of the increased WwTW discharges on the flood risk of the receiving watercourses is negligible, although policies must still be in place to ensure the mitigation of flood risk for new and existing properties, as climate change is predicted to increase the frequency and intensity of rainfall events.

## 11. Climate and Energy

Climate change predictions for the East of England for the 2080s, based on medium (current) emissions scenarios, are for an increase in winter mean temperature of approximately 3.0°C and an increase in summer mean temperature of approximately 3.6°C. The central estimate of change in winter mean precipitation is an increase of 20% whilst the central estimate of change in summer mean precipitation is a reduction of 20%.

Braintree District has a Climate Change Strategy and Action Plan (2009). The Action Plan is reviewed annually to determine progress against its indicators and actions. The Action Plan objectives cover four areas:

- **Reduce the Carbon Footprint** from all council services and operations, and reduce CO<sub>2</sub> emissions across the District.
- **Community Leadership** through sharing best practice with businesses and residents and leading by example.
- **Sustainable Services** to ensure that the Council's assets and operations are able to cope with the impacts of climate change.
- **Using its Regulatory Powers** to influence and ensure future development in the District is sustainable and prepared for climate change.

Tendring Council is committed to tackling climate change by reducing Carbon Dioxide emission both from Council operations and throughout the District. In 2010 the Council produced a Climate Change Strategy which outlined the predicted climate change risks to the District and the actions that can be taken to reduce these risks. The Strategy concentrates on the reduction of Carbon Dioxide emissions as this is the gas released in the largest quantities, has a long term effect in the atmosphere and is the greenhouse gas we have the most control over. The key aim of this Strategy is to engage with partners and the public to cut Carbon Dioxide emissions by reducing energy use, to make more efficient use of energy and to promote non fossil fuel technologies and alternatives to fossil fuels both in Council operations and within local communities. The Council will expect developers to demonstrate measures to be incorporated to maximise sustainability and energy efficiency in all new development.

Increase in development and use of renewable energy has seen the installation of both off and on-shore wind farms in Tendring. The Dong Energy Gunfleet Sands 48 turbine Off-shore Wind Farm has the capacity to provide approximately 100,000 homes with 'clean electricity' in the years to come making a considerable reduction in Carbon Dioxide emissions. The wind farm is maintained and operated from a base in Brightlingsea by locally recruited staff. The 5 turbine on-shore Wind Farm at Earls Hall has the capacity to generate 'clean electricity' for approximately 6,300 homes and will reduce Carbon Dioxide emissions by 15,000 tonnes per year. Approval has also been given for Solar Farms in Wix and Bradfield which together will have the capacity to generate 'clean electricity' for approximately 3,409 homes and reduce Carbon Dioxide emissions by 6,525 tonnes per year. Whilst the Council supports and encourages proposals for renewable energy installations it realises that turbines and solar arrays can be large structures which can potentially cause visual and/or noise impacts and will ensure that such installations are carefully located to mitigate the impact renewable energy infrastructure has on residents.

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.

## 11.1. Energy Consumption and Emissions

**Table 52: Energy consumption**

Resource	Tendring (GWh)	% of Total Energy Consumption	Braintree (GWh)	% of Total Energy Consumption	Colchester (GWh)	% of Total Energy Consumption	East of England (GWh)	% of Total Energy Consumption
Coal	68.7	2.71%	112.5	3.73%	101.7	3.07%	3,042.9	2.34%
Manufactured Fuels	0.6	0.02%	5.0	0.17%	1.7	0.05%	137.6	0.11%
Natural Gas	967.3	38.20%	848.3	28.10%	1,078.1	32.56%	43,622.3	33.61%
Electricity	505.9	19.98%	580.5	19.23%	708.2	21.39%	26,756.0	20.61%
Petroleum Products	969.1	38.27%	1,444.5	47.85%	1,397.7	42.22%	54,927.3	42.32%
Bioenergy and Wastes	20.6	0.81%	28.3	0.94%	23.4	0.71%	1,306.5	1.01%
Total	2,532.2	100.00%	3,019.1	100.00%	3,310.9	100.00%	129,792.4	100.00%

Source: DECC 2013, (updated 2015)

Tendring District, Colchester Borough and Braintree District all consume more energy from non-renewable sources as a percentage of their consumption compared to the East of England as a whole. More than three quarters of Tendring and Braintree District's 2,532.2GWh and 3,019.1GWh respective energy consumption is from petroleum products and natural gas. For Colchester, the percentage is just below 75% for the same energy sources. Colchester and Braintree are closer to the East of England average than Tendring. Registering 38.27% of their consumption deriving from petroleum, Tendring is lower than the percentage for Braintree, Colchester and the East of England. In contrast only 20.6GWh of energy consumed is from renewable bioenergy and waste sources, equating to just 0.81% of energy consumption in Tendring. This is comparatively low when measured against the 0.94% in Braintree and 1.01% achieved across the East of England region, but higher than the 0.71% achieved in Colchester.

**Table 53: Energy consumption from renewable sources**

Local Authority	Percentage of Total Energy Consumption from Renewable Bioenergy and Waste Sources	Local Authority	Percentage of Total Energy Consumption from Renewable Bioenergy and Waste Sources
Basildon	0.11%	Epping Forest	0.12%
Braintree	0.39%	Harlow	0.07%
Brentwood	0.10%	Maldon	0.92%
Castle Point	0.14%	Rochford	0.24%
Chelmsford	0.24%	Tendring	0.39%
Colchester	0.27%	Uttlesford	0.57%

Source: DECC, updated 2014 data

0.39% of Tendring District's total energy consumption comes from renewable sources. Tendring District consumes the 3<sup>rd</sup> highest proportion of renewables, joint with Braintree at 0.39%, against the other districts with Essex. Colchester is lower than Tendring and Braintree, with just 0.27% of energy provided from renewable bioenergy and waste sources.

**Table 54: CO2 Emissions by Source**

	Industry and Commercial (kt)	Domestic (kt)	Transport (kt)	Total (kt)
Tendring	214.9 (28.8%)	301.4 (41.6%)	228.4 (30.6%)	746.4
Braintree	270.7 (29.7%)	301.8 (33.1%)	341.0 (37.4%)	912.8
Colchester	317.7 (31.6%)	349.6 (34.8%)	336.3 (33.5%)	1,004.5
Essex	2,523.4 (28.8%)	2,994.7 (34.2%)	3,231.2 (36.9%)	8,757.8
East of England	13,851.4 (34.6%)	12,331.0 (30.8%)	13,246.5 (33.1%)	39,981.5

Source: DECC, updated 2013 data

Industry, domestic and transport each produce roughly 1/3 of the total CO<sub>2</sub> emissions within Colchester, however there is more variation in the statistics for Tendring and Braintree. The industry and commercial sector produces the smallest amount in every District at 28.8% for Tendring, 29.7% in Braintree and 31.6% in Colchester. Transport produces the most in Braintree at 37.4%, whereas domestic emissions are the highest in Tendring and Colchester at 41.6% and 34.8% respectively. Tendring, Colchester and Braintree all produce less CO<sub>2</sub> from the industry and commercial sector than the East of England average and they all produce more domestic emissions than the east. Tendring transport emissions are lower than the east and Braintree's are higher, whereas Colchester is in line with the regional statistics.

**Table 55: Reduction of CO2 emissions per capita**

Area	% per capita reduction of CO2 since 2005	Area	% per capita reduction of CO2 since 2005
Basildon	20.9%	Epping Forest	16.5%
Braintree	18.7%	Harlow	25.3%
Brentwood	16.7%	Maldon	21.1%
Castle Point	14.6%	Rochford	18.2%
Chelmsford	11.4%	Tendring	11.5%
Colchester	18.6%	Uttlesford	21.4%
		Essex	17.3%

Source: DECC, 2013 data

Tendring has one of the lowest reductions in CO<sub>2</sub> emissions relative to the 2005 data of all the Districts in Essex at just 11.5%. This is 6.1% below the average reduction per capita for Essex. Braintree and Colchester are higher than the Essex average at 18.7% and 18.6% respectively. Despite this, they are some way off the Harlow District, which registered the highest reduction in emissions of 25.3% between 2005 and 2013.

**Table 56: Number of Code for Sustainable Homes Certificates Issued by Local Authority within Essex**

Area	Design Stage	Post Construction Stage	Total
Basildon	944	474	1,418
Braintree	813	525	1,338
Brentwood	196	194	390
Castle Point	17	17	34
Chelmsford	1,674	740	2,414
Colchester	1,359	939	2,298
Epping Forest	357	252	609
Harlow	445	157	602
Maldon	224	80	304
Rochford	408	182	590
Tendring	86	253	339
Uttlesford	1,286	776	2,062
Overall Essex Total	7,809	4,589	12,398
Overall Essex Average	651	382	1,033

Source: DCLG (updated Feb 2015)

Up to December 2014 Tendring District had issued 339 certificates, 86 at the design stage and 253 post construction, Braintree had issued 1,338, 813 at the design stage and 525 post construction and Colchester had issued the most at 2,298, 1,359 at the design stage and 939 post construction. Tendring is far below the Essex average of 1,033 certificates issued, but Braintree is above and Colchester is significantly higher than the Essex average.

## 11.2. Climate Change

### Climate Change Scenarios

According to UK Climate Projections under a medium emission scenario the temperature in the East of England has a 67% likelihood of increasing between 1 and 2°C by 2020. By 2050, the temperature is predicted to increase to between 2 and 3°C across the region. Mean summer precipitation has a 67% likelihood of decreasing by up to 10% across the whole region by 2020 and by 2050 the south of the East of England will see decreases by up to 20%. In contrast the mean winter precipitation is predicted to increase by up to 10% across the region by 2020. By 2050 much of the region is expected to see a mean winter precipitation increase of between 10 and 20% apart from a band in the centre of the region which is expected to witness increases of between 20 and 30%.

Source: Met Office UKCP (2014)

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 1.3oC 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.

## 12. Air

### 12.1. Air Quality

Air Quality in Essex is generally good. There are no Air Quality Management Areas (AQMAs) located in Braintree District. The main air quality issues in the District relate to nitrogen dioxide (NO<sub>2</sub>) and particulate emissions from vehicles travelling on the A12 and A120.

There are five potentially significant junctions with daily flows of more than 10,000 vehicles in 2004. They are Newland Street, Witham; Crossing road, Witham; Head Street, Halstead; Railway Street, Braintree; and Rayne Road, Braintree.

Of the 12 passive diffusion NO<sub>2</sub> monitoring tubes located in the District, five exceeded the annual mean NO<sub>2</sub> objective concentration of 40 g/m<sup>3</sup> but relevant exposure levels did not. Three of these were sited along the A12 at Hatfield Peverel, Rivenhall Hotel, and Foxden in Rivenhall while the other two were sited at Bradwell on the A120 and at Chipping Hill in Witham.

However, there are no AMQAs within Braintree or Tendring District.

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.

Table 57: Air Quality Management Areas within Colchester

Name	Description	Pollutant
Area 1 – Central Corridors	High St Colchester, Head St, North Hill, Queen St, St Botolphs St, St Botolphs Circus, Osbourne St, Magdalen St, Military Rd, Mersey Rd, Brook St, East St and St Johns Street.	NO <sub>2</sub>
Area 2 – East Street and the adjoining lower end of Ipswich Road	East Street and Ipswich Road	NO <sub>2</sub>
Area 3 – Harwich Road / St Andrews avenue junction	St Andrews Avenue and Harwich Rd	NO <sub>2</sub>
Area 4 – Lucy Lane North, Stanway	Lucy Lane North, Stanway	NO <sub>2</sub>

Notes: NO<sub>2</sub> - Nitrogen Dioxide

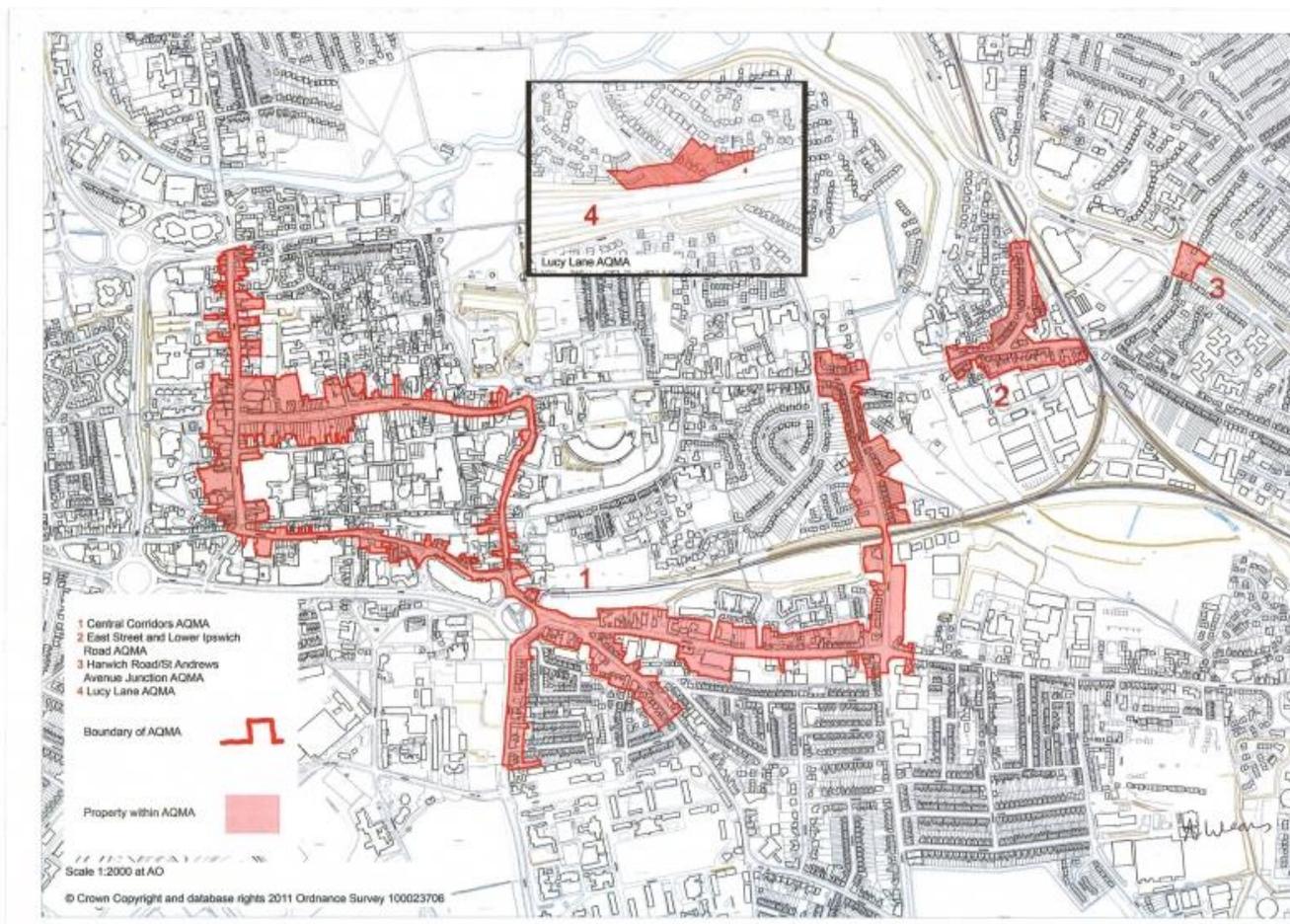
Source: Defra, 2015

The main air quality issues Colchester following the first round of air quality assessments were found to be emissions of NO<sub>2</sub> and PM<sub>10</sub> from vehicles in the area of Brook Street between (and including) the junctions with Walpole Road and East Hill and the northern end of the B1025 Mersea Road in Colchester. From this, air quality management areas (AQMAs) were declared in

Colchester to monitor conditions in those areas. These AQMAs have since been revoked as of 2012 and replaced with the AQMAs described in the above table.

The four AQMAs within the District are shown spatially in the Figures below. They are all located within Colchester at busy junctions likely to experience at least some degree of congestion.

**Figure 3: Map of AQMAs in Colchester**



**Table 58: Annual Mean Measurements of Nitrogen Dioxide ( $\mu\text{g}/\text{m}^3$ ) across Colchester**

Colchester		Annual Mean Concentrations ( $\mu\text{g}/\text{m}^3$ ) Adjusted for Bias			
Site ID	Site Location	2009	2010	2011	2012
2	Fairfax Road	33.5	33.7	31.4	31.2
3	Mersea Road	67.7	57.2	53.7	60.9
8	Shrub End Road	26.1	26.3	26.0	26.5
17	Hills Crescent	21.3	21.1	19.6	19.3
20	Papillon Road	21.9	23.4	21.0	20.1
21	Head Street	57.9	53.4	51.4	47.5
22	Trinity Street	28.2	26.1	28.2	21.9
43	Magdalen Street	40.4	40.9	38.3	37.7
45	Brook Street	57.0	54.8	52.3	48.2
46	Guildford Road	20.7	21.3	20.2	18.2
48	Queen Street	52.6	49.3	42.0	40.9

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Colchester		Annual Mean Concentrations (ug/m <sup>3</sup> ) Adjusted for Bias			
Site ID	Site Location	2009	2010	2011	2012
49	High Street	50.5	43.8	47.3	46.7
54	Mersea Road	49.9	49.2	44.3	43.6
58	Lucy Lane South Monitor	31.2	33.7	28.6	31.3
59	Lucy Lane North	48.2	34.8	37.9	35.7
62	Mersea Road, 9	47.7	44.8	41.9	45.1
63	Mersea Road, 12	56.9	49.6	47.1	49.4
65	Maldon Road, 99	34.3	34.3	30.9	28.3
66	Brook Street, 130	46.0	44.9	46.5	26.8
68	Brook Street, 60	28.5	28.6	28.2	25.0
69	Brook Street, 23	54.7	52.2	47.5	50.6
71	6 Osbourne Street	48.1	46.1	43.0	38.3
72	Ipswich Road	37.9	34.4	38.5	32.7
76	Harwich Road	39.1	38.9	38.4	32.2
78	London Road Marks Tey	42.5	32.9	37.0	29.0
82	Dale Close	31.2	28.8	28.6	27.2
85	St Johns Green	24.3	23.9	23.9	22.8
86	Greenstead	21.0	20.3	21.6	17.9
88	Brook Street, 48 (auto monitor)	35.5	34.1	31.0	33.2
89	London Road, 220 Marks Tey	-	33.7	31.9	30.3
90	London Road, 170 Marks Tey	-	-	31.2	28.2
91	Blackberry Road, 2	-	-	25.7	25.2
92	Shrub End Road, 38	-	-	20.0	20.0
93	Butt Road, 129	-	-	22.3	21.6
94	Elmstead Road, 6	-	-	28.1	26.7
95	Greenstead House	-	-	32.0	30.0
96	Mill Road, 239	-	-	21.6	21.8
97	Mill Road, 87	-	-	26.7	28.1
98	Cowdray Avenue, 154	-	-	25.6	23.9
99	Ipswich Road, 130	-	-	25.3	24.1
100	Harwich Road, 95	-	-	27.7	29.9
101	Ipswich Road, 50	-	-	38.7	37.0
102	East Street, 72	-	-	45.2	43.2
103	Brook Street, 74	-	-	29.9	30.2

Colchester		Annual Mean Concentrations (ug/m <sup>3</sup> ) Adjusted for Bias			
Site ID	Site Location	2009	2010	2011	2012
104	Military Road, 37	-	-	34.2	33.0
105	East Hill, 4A	-	-	39.2	37.1
106	Mersea Road, 30	-	-	36.1	37.9
107	North Hill, 49	-	-	40.7	37.0
108	North Station Road, 49	-	-	30.1	27.9
109	North Hill, Strada	-	-	43.5	39.1
110	Queen Street Showboat	-	-	44.4	37.8
111	St John's Street, Lemon Tree	-	-	42.3	43.2
112	High St George Hotel	-	-	36.0	35.0
113	Harwich Road Orchard Gardens	-	-	33.1	31.0
114	Hillcrest/CCVS/High Street/East Hill	-	-	36.1	36.0
115	18 Harwich Road	-	-	34.2	28.8
116	19 Harwich Road	-	-	27.8	22.6
117	71 High Street	-	-	-	37.1

Source: Colchester Air Quality Progress Reports 2013

The 2013 Progress Report of new monitoring data has shown that exceedances of the NO<sub>2</sub> annual mean objective from data collected by Diffusion Tube occurred at eleven locations in 2012. However all these monitoring locations were within one of the Air Quality Management Areas. Hence there is no requirement to undertake any Detailed Assessment.

**Table 59: Annual Mean Measurements of Nitrogen Dioxide (µgm<sup>-3</sup>) across Tendring**

Tendring		Annual Mean Concentrations (ug/m <sup>3</sup> ) Adjusted for Bias		
Site ID	Site Location	2008	2009	2010
9	Harwich Hospital	29.9	22.2	23.8
10	Harwich Train Station	43.6	29.8	24.8
11/12/13	Clacton Town Hall A/B/C	32.9	21.2	21.2
14/15/16	St Osyth, Bypass A133 1/2/3	32.1	21.9	21.5
18	Bathside Bay	20.5	10.2	13.2
19	Wix	29.8	16.8	20.6
20	Hempstalls Farm	-	13.2	15.1

Source: Tendring District Council Air Quality Progress Report 2011

The Progress Report shows that Tendring District is currently meeting the air quality objectives. The automatic data does show there is a risk of exceeding the nitrogen dioxide objective at the Clacton Town Hall site; however this site experienced low data capture due to networking problems.

**Table 60: Annual Mean Measurements of Nitrogen Dioxide ( $\mu\text{gm}^{-3}$ ) across Braintree**

Braintree	Annual Mean Concentrations ( $\mu\text{g}/\text{m}^3$ ) Adjusted for Bias			
	2011	2012	2013	2014
Braintree 1N	34.3	30.1	36.6	34.7
Braintree 5N	25.6	25.5	25.3	23.5
Braintree 4N	21.2	21.0	22.8	19.8
Halstead 1	31.5	30.7	30.0	27.7
Hatfield Peverel A12	49.5	44.7	50.5	47.7
Kelvedon	29.1	32.5	32.8	27.9
Bradwell	41.8	38.6	38.1	37.3
Railway Street	28.8	29.2	29.5	29.2
Stilemans Wood	37.1	33.2	28.1	33.5
Witham	47.1	47.1	45.8	38.8
Rivenhall 1	56.0	53.6	51.3	43.6
Rivenhall 2	53.2	49.8	51.8	52.1

Source: Braintree District Council 2015 Updating and Screening Assessment (June 2015)

There were three recorded exceedances of the annual mean  $40 \mu\text{gm}^{-3}$  objective in 2014. The highest recorded concentration was  $52.1 \mu\text{gm}^{-3}$  at monitoring location Rivenhall 2. This monitoring location is at a roadside location, and therefore indicates air quality at the vicinity of bust roads, where concentrations of  $\text{NO}_2$  and vehicle derived pollutants are at their highest.

There is no clear trend in data during the period 2011 – 2014. Concentrations at some monitoring locations such as Rivenhall 1 and Braintree 5N decrease across the period, while concentrations at Rivenhall 2 have increased since 2012.

Analysis of UK continuous  $\text{NO}_2$  monitoring data has shown that it is unlikely that the hourly mean  $\text{NO}_2$  objective, of 18 hourly means over  $200 \mu\text{gm}^{-3}$ , would be exceeded where the annual mean objective is below  $60 \mu\text{gm}^{-3}$  (Defra 2009). As there were no recorded exceedances of  $60 \mu\text{gm}^{-3}$  in 2014 at any monitoring location, the  $\text{NO}_2$  1-hour mean air quality objective is unlikely to be exceeded.

Several of the diffusion tube locations are not representative of the locations of the nearest relevant exposure. As a result, monitored concentrations have been used to estimate the concentrations at the relevant receptor locations (shown in table 2.4 in the Braintree District Council 2015 Updating and Screening Assessment). This has been done using Defra's 'NO<sub>2</sub> with distance from the roads calculator' and in line with the TG (09) guidance. Full details of the distance correction process are detailed in Appendix B of the Braintree District Council 2015 Updating and Screening Assessment.

When monitoring data is used to predict concentrations at the locations of the nearest residential properties, there are no exceedances of the annual  $\text{NO}_2$  objective level of  $40 \mu\text{gm}^{-3}$ . It can therefore be concluded that at relevant receptor locations, there are no exceedances of the  $\text{NO}_2$  annual mean air quality objective.

## 13. Waste

The waste hierarchy, in accordance with the Revised Waste Framework Directive, specifies the promotion of waste prevention, and material and energy recovery (e.g. direct re-use, recycling and treatment to make new objects) prior to disposal.

The Council has promoted recycling by sending leaflets to households, providing recycling boxes for paper, card, plastic bottles and cans, and food waste caddies. The Council also supports the Tendring Reuse and Employment Enterprise and the Tendring CVS Scheme where surplus household items (furniture, electrical goods) can be donated and reused through the local community sector or supplied to those in need.

### 13.1. Local Authority Collected Waste

There is a significant amount of waste collected by the Waste Collection Authorities, of which Tendring District Council is one, via direct kerbside collections (household waste), litter and street cleaning. Waste is also directly collected by the Waste Disposal Authority (ECC) through Recycling Centres for Household Waste. In addition, for a fee, local authorities collect some waste from small commercial enterprises. Collectively this is known as Local Authority Collected Waste (LACW).

**Table 61: Local Authority Collected and Household Waste Statistics 2014/15**

Authority	Total local authority collected waste	Household - total waste	Household - waste sent for recycling / composting / reuse	Non-household - total waste	Non household - waste sent for recycling / composting / reuse
Tendring District Council	44,606	44,606	12,064	0	0
Braintree District Council	61,418	57,071	30,992	4,346	1,184
Colchester Borough Council	57,809	55,736	23,702	2,073	228
Essex County Council	710,005	667,075	343,275	42,930	2,700

Source: Waste Data Flow, Department for Environment, Food and Rural Affairs (Defra) 2014

In Tendring, all of the local authority collected waste was sourced from households within the District. No waste was collected from non-household origins. This is in contrast with Braintree and Colchester where 92.9% and 96.4% of collected waster originated from households. Braintree and Colchester are more in line with the Essex statistics, where 94.0% of collected waste was from households, than Tendring, however there is still some deviation from county average.

**Table 62: Selected Waste Indicators 2013/14**

Authority	Residual household waste per household (kg/household)	Percentage of household waste sent for reuse, recycling or composting	Percentage of municipal waste sent to landfill	Collected household waste per person (kg)
Tendring District Council	476.3	27.0%	-	320.1
Braintree District Council	415.6	54.3%	-	383.2
Colchester Borough Council	413.3	42.5%	-	314.3
Essex County Council	527.0	51.5%	50.3%	472.9

Source: Waste Data Flow, Department for Environment, Food and Rural Affairs (Defra) 2014

Households within Tendring District Council and Colchester Borough Council produce much less household waste per person than the county average, with Braintree also producing lower than the county but higher than Tendring and Colchester. However, a much smaller percentage of this household waste is recycled, re-used or composted in Tendring than the Essex average. Almost half as much is reused, recycled or composted in Tendring compared with Essex as a whole. Colchester is also lower than the Essex value for this, but by a smaller percentage than Tendring. Braintree is marginally above the Essex average for household waste reused, recycled or composted.

### 13.2. Transfer Facilities

Six transfer facilities have been granted planning permission within Essex and Southend, to support a materials recovery facility, in Basildon. These will, once constructed, accept waste from the Waste Collection Authority vehicles directly from kerbside collection. Here waste will be bulked up, ready for transportation to Basildon.

**Table 63: Local Authority Collected Waste Transfer Facility Status**

Transfer Facility	Planning Permission reference/date	Throughput (Tonnes Per Annum)	Expected / Actual construction Start Date	Expected Operation Start Date
Harlow To serve Harlow and Epping Forest	ESS/38/11/HLW 23/09/2011	55,000	April 2013 (construction underway)	Operational as of early August 2014
Gt Dunmow To serve Uttlesford	ESS/18/12/UTT 22/06/2012	29,400	Build start date yet to be agreed following Judicial Review proceedings	9-month construction period from date of commencement on site.
Chelmsford To serve Chelmsford and Maldon	ESS/31/13/CHL 13/08/2013 (amended permission ESS/65/12/CHL)	90,000	Under Judicial Review with Court of Appeal. Build start date yet to be agreed	Unknown. If appeal refused 12 month construction period from date of commencement on site.

Transfer Facility	Planning Permission reference/date	Throughput (Tonnes Per Annum)	Expected / Actual construction Start Date	Expected Operation Start Date
Braintree To serve Braintree	ESS/23/13/BTE 26/07/2013	71,250	March 2014 (construction underway)	January 2015
A120 (west) To serve Colchester and Tendring	ESS/16/13/TEN 28/06/2013	115,000	October 2013 (construction underway)	September 2014
Southend To serve Southend	Existing Site	67,900	An existing waste management site within Southend BC since 1968, but requires alterations for this use	
Total LACW Transfer Throughput		428,550 tpa		

Source: Essex County Council 2014

### 13.3. The Replacement Waste Local Plan for Essex and Southend-on-Sea (submitted June 2016)

The Replacement Waste Local Plan (Revised Preferred Options) Document 2015, as published by Essex County Council and Southend-on-Sea as the combined Waste Planning Authority, allocates 4 sites within Tendring, 1 in Braintree and 2 within Colchester for the treatment of biological waste, inert waste, inert landfill and other waste management. These are:

#### Tendring

- Morses Lane, Brightlingsea
- Sloughs Farm, Ardleigh
- Sunnymead, Elmstead & Heath Farms
- Wivenhoe Quarry Plant area

#### Braintree

- Rivenhall

#### Colchester

- Bellhouse Landfill Site
- Fingringhoe Quarry

There is a requirement that Tendring District Council, Braintree District Council and Colchester Borough Council as Local Planning Authorities, include the above allocations within their Local Plan. Their presence should be factors, alongside any Waste Consultation Zones and safeguarding restrictions set at the Waste Planning Authority level, in the formulation of the Local Plan and in the allocation of any sites contained within.

### 13.4. Waste Miles

There are two distinct types of imports and exports concerning waste, firstly the localised cross boundary movement of waste and the long distance waste travel. The localised cross boundary movements of waste usually occur between adjacent waste planning authorities because the closest waste facility for the arisings is just over the authority boundary.

### **13.5. Commercial and Industrial Waste (CD&I)**

This is waste arising from wholesalers, catering establishments, shops and offices (in both the public and private sector), factories and industrial plants. It can include a number of materials such as food, paper, card, wood, glass, plastics and metals. Increases in growth in these sectors as a result of the Local Plan may require an increase in facilities to manage such waste. These can include biological treatment facilities, such as composting (in the first instance), or non-hazardous landfill facilities.

### **13.6. Construction, Demolition and Evacuation Waste (CD&E)**

This is waste that is biologically stable and does not undergo any significant physical, chemical or biological transformations. This can be in the form of certain types of:

Construction wastes (e.g. surplus supplies of bricks specifically required for a single project);

Demolition wastes (e.g. used material resulting from demolition activities); or

Excavation wastes (e.g. usually consisting of soils and stones which cannot be used beneficially, such as from tunnelling projects or 'overburden' from removing soils from an area in preparation for mineral excavation).

Essex County Council, as the WPA for Essex, identifies a shortfall in available capacity for this waste stream by 2031/32. There is a requirement for an additional 1.27 million tonnes per annum of Construction, Demolition and Excavation waste recovery capacity by 2031/32, which would remove the need to allocate inert landfill capacity completely. It is estimated that without development of increased CD&E Waste recovery capacity (as specified above), there would be a need for inert landfill totalling approximately 16 million tonnes (or 10.64 million cubic metres) if no CD&E recycling facilities were brought forward. The implications for this are that waste management facilities for this waste stream may be needed within the Districts of Tendring, Braintree and the borough of Colchester. It should also be noted that this waste is a direct result of growth, and the relationship between the Waste Local Plan and the Tendring, Braintree and Colchester Part 1 Plan are intrinsically linked in this regard.

## 14. Minerals

### 14.1. Links to the Adopted Minerals Local Plan 2014

The MLP summarises a number of key points regarding the geology and mineral infrastructure of the Plan Area:

- Essex has extensive deposits of sand and gravel.
- There are more localised deposits of silica sand, chalk, brickearth and brick clay.
- Marine dredging takes place in the extraction regions of the Thames Estuary and the East Coast, whilst aggregate is landed at marine wharves located in east London, north Kent, Thurrock, and Suffolk. Essex has no landing wharves of its own.
- There are no hard rock deposits in the County so this material must be imported into Essex. This currently occurs via rail to the existing rail depots at Harlow and Chelmsford.
- Essex is the largest producer and consumer of sand & gravel in the East of England. There are 20 permitted sand & gravel sites, one silica sand site, two brick clay and one chalk site.
- There are two marine wharves and four rail depots capable of handling aggregate. Construction, demolition and excavation waste is also recycled at 29 dedicated and active aggregate recycling sites (2011).
- Aggregate is both imported into Essex (hard rock, and sand and gravel) and exported (sand and gravel, primarily to London). Map 3 shows the movement of aggregate in and out of Essex.

Source: Essex County Council Adopted Minerals Plan (2014)

Sites have been identified as preferred or reserved sites for primary mineral extraction of sand and gravel in the Essex Minerals Plan (Policy P1, Table 5), which was adopted in July 2014. These include sites at Bradwell Quarry, Rivenhall Airfield (comprising sites A3-A7), one site at Broadfield Farm, Rayne (site A9), one site on land at Colemans Farm (site A46), two in Colchester at Colchester Quarry, Fiveways (site A13) and Maldon Road, Birch (site A31) and one at Sunnymead, Alresford (site A20). The volume of sand and gravel extracted from these sites will need to meet the minerals demand for the whole of Essex created by major development and new infrastructure projects within the County.

The provision of other forms of development in the District may be constrained by the need to safeguard mineral resources for extraction.

### 14.2. Sand and Gravel

Essex has extensive Kesgrave formation sand and gravel which was laid down during the Ice Age and in river terraces. The river terrace deposits are found not only along current river valleys, but also in historic river channels that are now dry.

The sand and gravel resources in Essex are:

- Significant in national, sub-national and local terms - Essex is one of the largest producers in the UK,
- Most geographically extensive and significantly mixed within the centre and north of Essex – namely the districts of Uttlesford, Braintree, Chelmsford, Colchester and Tendring,
- Least extensive in south east Essex where deposits appear smallest and least workable, such as in the districts of Maldon and Rochford,
- Present along the River Lea valley terraces adjoining Harlow and Epping Forest districts,
- Mixed deposits capable of being processed to supply a range of construction products including building sand, sharp sands and gravel,
- Used as a raw material to produce concrete, mortar, asphalt and construction fill which is used in the construction industry and for roads.

The majority of the sand and gravel produced in Essex (about 78%) is used within the County itself. This position looks unlikely to change over the long-term. Consequently the main factor influencing production of sand and gravel in the future will be the need to meet the minerals demand for the whole of Essex created by major development and new infrastructure projects within Essex itself.

Source: Essex County Council Adopted Minerals Plan (2014)

### **14.3. Chalk**

Silica sand is another significant mineral resource found in Essex. It is classified as an 'industrial sand' and its distinction from construction sand is based on its applications/uses and market specification. Silica sand contains a high proportion of silica in the form of quartz and has a narrow grain size distribution compared to other sand in Essex.

The silica sand resources in Essex are:

- Processed for industrial purposes at Ardleigh from a mixed resource, north-east of Colchester. Industrial uses include glassmaking, foundry casting, ceramics, chemicals and water filtration
- Capable of reaching selling prices some 20 times above that of regular construction aggregates, allowing them to serve a wider geographical market as the relatively high price off-sets transport costs.

Source: Essex County Council Adopted Minerals Plan (2014)

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