

**Sustainability Appraisal of  
Colne Harbour Draft SPD  
(David Lock Associates, May 2006)**

**Prepared for Colchester Borough  
Council and Essex County Council  
by  
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**May 2006**

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(Available as a separate report)

- Appendix 1 – Consultation Comments
- Appendix 2 – Review of Relevant Plans and Programmes
- Appendix 3 - Baseline Data
- Appendix 4 - Appraisal Matrix of the Interim SPD
- Appendix 5 - Appraisal Matrix of the Draft SPD



# I. NON-TECHNICAL SUMMARY

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## Introduction

- I.1. The Draft Colne Harbour Supplementary Planning Document (SPD) sets out the recommendations of the consultant team<sup>1</sup> in developing a master plan based SPD for the Colne Harbour area of Colchester. East Colchester and Hythe Regeneration Area (allocated in the Adopted Colchester Local Plan<sup>2</sup>) provides the existing planning policy framework for the SPD to build upon, along with experience from a number of previous initiatives in the area which will help to inform a comprehensive master plan framework within which opportunities across Colne Harbour can be realised.
- I.2. In accordance with the aims and requirements of Sustainability Appraisal (SA) and the Strategic Environmental Assessment (SEA) Directive<sup>3</sup>, this report presents a SA (incorporating SEA) of the Draft SPD report assessed against a framework of sustainability objectives set out in the Colne Harbour Master Plan SPD SA Scoping Report<sup>4</sup>. The SA of the Draft SPD builds on an initial SA of a working Interim SPD. This allowed, to varying degrees, the sustainability issues identified by the SA of the Interim SPD to be acknowledged and addressed as part of a wider iterative process of developing the Draft SPD.

## What is the purpose of Sustainability Appraisal?

- I.3. When preparing the SPD Colchester Borough Council must carry out a Sustainability Appraisal and Strategic Environmental Assessment. The government recommends that these two requirements are met through one integrated process, termed a Sustainability Appraisal, with the aim of contributing to the goal of sustainable development through the implementation of the Spatial Plan.

### What is sustainable development?

“The goal of **sustainable development** is to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life of future generations. That goal will be pursued in an integrated way through a sustainable, innovative and productive economy that delivers high levels of employment, and a just society that promotes social inclusion, sustainable communities and personal wellbeing. This will be done in ways that protect and enhance the physical and natural environment, and use resources and energy as efficiently as possible.”

*Securing the Future - The UK Sustainable Development Strategy. Defra, 2005.*

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<sup>1</sup> David Lock Associates commissioned by Colchester Borough Council and Essex County Council in partnership with land owners and the Colchester Renaissance Partnership

<sup>2</sup> Adopted Review Colchester Borough Local Plan (Colchester Borough Council, March 2004)

<sup>3</sup> The SEA Directive: European Directive 2001/42/EC (EC, 2001)

<sup>4</sup> Colne Harbour Master Plan Supplementary Planning Document Sustainability Appraisal Scoping Report (Land Use Consultants, November 2005)

- I.4. The purpose of the SA is to assist the Council in preparing the SPD by identifying the key sustainability issues facing Colne Harbour, to determine what would be the likely effects of the SPD on these issues, and to put forward recommendations to improve it. The aim was to ensure that the SPD has as many positive effects as possible, and that any negative effects are avoided when the policies in the Spatial Plan are translated into development on the ground.

### **How was the Sustainability Appraisal carried out?**

- I.5. The SA was undertaken independently by Land Use Consultants (LUC). Appointed in September 2005, LUC provided advice to David Lock Associates (DLA), on behalf of the Council, during the development of the SPD.
- I.6. The SA comprised three main phases of work:
- Phase 1: Deciding the Scope of the SA
  - Phase 2: Appraisal of Interim SPD
  - Phase 3: Appraisal of Draft SPD

### **Phase 1: Deciding the Scope of the SA**

- I.7. LUC developed and consulted on the scope of the SA by reviewing a wide range of policy documents (including Government policies) and other plans and programmes (such as the (Draft) East of England Plan and Colchester Strategic Plan 2004-2007), and by examining data and information to help identify what the key sustainability issues are in the borough.
- I.8. LUC, together with DLA and the Council also held two SA workshops in November 2005 to obtain stakeholder views on the key sustainability issues in Colne Harbour.
- I.9. The results of the SA work were drawn together into a SA Scoping Report which was issued to key stakeholders for consultation in January 2005. Comments on the Scoping Report were taken on board during the SA process.

### ***What are the key sustainability issues facing Colne Harbour?***

- I.10. The scoping exercise identified a number of positive aspects to Colne Harbour that can be built on to improve quality of life in the area. It also highlighted a number of issues that may inhibit the long-term sustainability of the area. The key sustainability issues in Colne Harbour were identified as:
1. Relatively low levels of economic activity, employment levels and income, particularly in the three most deprived wards; Harbour, St Andrew's and St Anne's.
  2. Employment is based on declining manufacturing and distribution sectors, with a small number of large employers.
  3. Potential opportunities to encourage recreation and tourism linked to the river environment



4. Difficulties in finding suitable and affordable business accommodation
5. Low levels of educational attainment and skills shortage linked to the labour market
6. Poor levels of health, particularly limiting long-term illness in the wards of St Andrew's and Harbour.
7. Shortfall in affordable housing and high proportion of council housing not meeting Government's decent housing standard
8. High levels of traffic congestion and need to improve public transport service quality and connectivity of Colne Harbour
9. Poor access to a range of community services including education, local shops, open space, leisure and recreational facilities.
10. The quality of the local environment has declined and, although overall levels of crime in Colchester are low, perceived levels of crime and safety are important
11. Although pollution levels are generally low, there is localised land contamination and air, water and noise pollution linked to industrial activities and traffic congestion.
12. Significant stretches of the river are at risk of flooding and increased hard-standing in the catchment is heightening the risk.
13. There are three local nature designations with the SPD area and several international and national designations in close proximity that offer a range of habitats, including salt marsh which is potentially sensitive to increased river activity.
14. There are important areas of built heritage including two conservation areas

### **SA objectives**

- 1.1.1. The key sustainability issues identified were used to develop a framework of sustainability objectives. The framework of sustainability objectives provides a mechanism for testing the effects of the SPD on the key sustainability issues. **Table 1.1** sets out the framework of sustainability objectives.

**Table 1.1 Framework of Sustainability Objectives**

<i><b>Economic</b></i>
1. To reduce economic disadvantage by improving access to a wider range of employment opportunities
2. To encourage regeneration which improves the diversity of the local economy, including inward investment in tertiary industries
3. To improve the supply of flexible, low cost business accommodation

<b>Social</b>
4. To increase levels of educational attainment through the provision of opportunities for education and skills development
5. To increase the level of health and wellbeing of residents within Colne Harbour to be more in line with Colchester as a whole
6. To provide an adequate affordable housing supply, with improvements in standards of living accommodation
7. To reduce traffic congestion and improve accessibility through alternatives to the private car
8. To encourage mixed use redevelopment which reflects the needs of local communities, including improved accessibility to essential services and facilities
9. To create a stronger sense of place and community identity with a high quality, safe living environment
<b>Environmental</b>
10. To encourage prudent use of natural resources including improvements to local air, water and soil quality
11. To reduce the effects of and develop a managed response to climate change, in particular to safeguard against flood risk
12. To maintain and enhance biodiversity and landscape quality
13. To maintain and enhance architectural and historical character and quality

- I.12. The framework of sustainability objectives was used throughout the appraisal process to test the SPD objectives and appraise the key elements of the Interim SPD and the Draft SPD. The scoring system set out in **Table 1.2** has been used to show the significance of likely effects arising from the SPD for each sustainability objective.

**Table 1.2: Scoring system used in the Appraisal**

<b>Symbol</b>	<b>Meaning</b>
++	Significant positive effect on sustainability objective (normally direct)
+	Minor positive effect on sustainability objective (normally indirect)
0	Neutral effect on sustainability objective
-	Minor negative effect on sustainability objective (normally indirect)
--	Significant negative effect on sustainability objective (normally direct)
?	Uncertain effect on sustainability objective
N/A	Not relevant to sustainability objective

### **Phase 2: SA of the Interim SPD**

- I.13. As the SPD was developed, a SA was undertaken to see if and how the key sustainability issues would be affected. Recommendations could then be used to develop the SPD through an iterative process. The SA of the Interim SPD was

undertaken in two parts; testing the SPD Objectives and appraising key elements in the SPD. These key elements are:

- Specific development sites, focusing on King Edward Quay and incorporating Haven road
- The Public Realm, and
- Transport and accessibility issues

### ***Testing the SPD objectives***

- I.14. The Interim SPD sets out a number of objectives that it seeks to achieve. These objectives have largely remained the same throughout the appraisal process. Of the SPD objectives, six are outcome or 'product' orientated and are appropriate for assessment:
- A. Create a clear identity for Colne Harbour establishing the area as a distinctive part of Colchester
  - B. Ensure ready access to good quality open spaces
  - C. Maximise opportunities for biodiversity and habitat creation
  - D. Promote Colne Harbour as a location for research, development and business excellence
  - E. Identify opportunities where necessary social infrastructure can be brought forward including education, employment and affordable housing
  - F. Identify a balanced raft of transport measures to effect modal shift and maximise pedestrian and cycle accessibility
- I.15. The remaining seven objectives are more process orientated and are therefore not been appraised:
- G. Review and critically assess work to date in Colne Harbour in connection with the adopted Design Framework.
  - H. Engage stakeholders and the community in shaping a future for Colne Harbour
  - I. Provide a clear delivery strategy and identify the roles and responsibilities of public and private sector stakeholders
  - J. Devise mechanisms for raising design quality and celebrating Colne Harbour's heritage
  - K. Identify funding, land remediation and infrastructure priorities
  - L. Establish a robust development framework within which a balanced and mixed use sustainable community for the Hythe and Colne Harbour can be encouraged
  - M. Devise a management strategy for the River Colne and its frontages
- I.16. **Table I.3** sets out the main synergies and inconsistencies between the SPD objectives and the framework of sustainability objectives,

**Table 1.3 Synergies and Inconsistencies between the SPD objectives and the framework of Sustainability Objectives.**

<b>Synergies between the SPD Objectives and the Framework of Sustainability Objectives</b>	<b>Inconsistencies between the SPD Objectives and the Framework of Sustainability Objectives</b>
<p>Several of the SPD objectives contribute to delivering the sustainability objectives, in particular and as might be expected, those sustainability objectives that focus on economic regeneration. Some of the SPD objectives are designed to address specific issues and therefore perform particularly well against certain sustainability objectives, such as SPD objective C 'maximise opportunities for biodiversity and habitat creation'. Taken together, the SPD objectives make positive contributions to the complete framework of sustainability objectives, with each SPD objective incorporating a number of issues that need to be addressed to ensure the SPD results in sustainable outcomes.</p> <p><b>Economy</b></p> <p>The SPD objectives contribute to meeting the economy based Sustainability framework objectives. The SPD objectives combine particularly well to encourage regeneration which improves the diversity of the local economy (sustainability framework objective 2), in turn providing better access to a wider range of employment opportunities (sustainability framework objective 1).</p> <p>Due to its wide appeal, SPD objective E prioritises the provision of employment and education, helping to deliver SA framework objectives 1, 2, and 4.</p> <p><b>Social</b></p> <p>A number of the SPD objectives help to contribute indirectly to increasing the level of health and wellbeing of local residents (sustainability framework objective 5), although this is not a specific SPD objective. Creating a clear, well designed identity that celebrates Colne's heritage will improve the way residents feel about their surroundings and greater opportunities to walk, cycle and utilise open space will encourage exercise.</p> <p>Creating a clear well designed identity that improves the public realm along circulation routes will also contribute to establishing a strong sense of place with a high quality living environment (sustainability framework objective</p>	<p>Although there are no direct inconsistencies between the SPD objectives and the sustainability objectives, there are a number of areas where tension may occur. This however, depends on how the SPD objectives are interpreted when they are translated into policy and ultimately how the SPD is implemented.</p> <p><b>Economy</b></p> <p>The SPD objectives are broadly consistent with the economic Sustainability framework objectives, and increasing employment opportunities implies greater business premises provision. Less clear, however, is how new business premises will be made affordable (sustainability framework objective 3) given the potentially high land remediation cost of some sites.</p> <p><b>Social</b></p> <p>There are inconsistencies between the SPD and social objectives of the SA framework.</p> <p><b>Environment</b></p> <p>There is potential for conflict between the need to deliver new housing, business accommodation and transport infrastructure with the need to provide open space, opportunities for increasing biodiversity, protecting the wider environment and retaining the historic character as well as providing community facilities.</p> <p>Development will inevitably lead to increased consumption of natural resources, in terms of materials use, essential service provision (energy and water) and increased vehicular movement, which is highly likely to be in conflict with need to <b>reduce</b> greenhouse gas emissions. This is also a consideration during construction phases, which may lead to localised air and water pollution.</p>

Synergies between the SPD Objectives and the Framework of Sustainability Objectives	Inconsistencies between the SPD Objectives and the Framework of Sustainability Objectives
<p>9).</p> <p>SPD objective F directly links to reducing traffic congestion and improving accessibility through alternatives to the private car (sustainability framework objective 7). This could also be supported through raising design quality (SPD objective 5) and identifying early infrastructure wins (SPD objective 6).</p> <p>The SPD objectives contribute to broadly meeting sustainability framework objective 8, with SPD objectives B and D highlighting the need for open space provision and the key needs of education, employment and affordable housing. SPD objective F should also help to improve accessibility in the Colne Harbour area. There is, however, no indication of how other essential services, such as health facilities, will be provided.</p> <p><b>Environment</b></p> <p>Improving transport measures and encouraging pedestrian and cycle accessibility (SPD objective F) will contribute to reducing localised air pollution (sustainability framework objective 10) by reducing car use. A reduction in private car journeys will also reduce fuel consumption and greenhouse gas emissions helping to achieve sustainability framework objective 11 'managing climate change'. Land remediation will also help to meet Sustainability framework objective 10.</p> <p>SPD objective C contributes directly to meeting sustainability framework objective 12 in recognising the need to enhance and maintain biodiversity.</p>	

### ***Appraising the key elements of the SPD***

- I.17. The appraisal of the key elements of the SPD made a number of recommendations to inform the development of the Draft SPD to help make the outcomes of the final SPD more sustainable. The recommendations are set out in **Table I.4**, which also highlights how the Draft SPD has taken the recommendations into consideration.

**Table I.4: Interim SPD SA Recommendations**

Interim SPD SA Recommendations	Consideration in Draft SPD
<b>Overarching conclusions</b>	
Further consideration needs to be given to the type of	<i>Emphasis remains on attracting inward</i>

Interim SPD SA Recommendations	Consideration in Draft SPD
community(s) development will cater for and wishes to foster	<i>investment, with high density residential development facilitating common benefits and making businesses more viable. There is still little discussion of how this links with the needs of the current community.</i>
The time-scale and phasing of development has not been clearly defined, making an assessment of 'early wins' difficult	<i>The timescale and phasing of development is still unclear, although there is emphasis on using development at King Edward Quay North to trigger the process of renewal. The SPD objective to 'Identify funding, land remediation and infrastructure priorities, including targeted 'early wins' has been changed to 'Identify funding, land remediation and infrastructure priorities'.</i>
The report does not incorporate opportunities for biodiversity and habitat protection or creation and consideration should be given to this	<i>Opportunities for incorporating biodiversity enhancement and habitat creation has been highlighted in relation to the Haven Road West site. There is also greater emphasis on the importance of the Green Link. Potential to 'maximise opportunities for biodiversity and habitat creation' (SPD objective C) is less clear. Without a clear understanding of the biodiversity and habitat baseline it is difficult to assess the impact of the proposed developments on biodiversity.</i>
Although the report is clear in its aim of maximising pedestrian and cycle accessibility, it is less clear as to how each site / group of sites might contribute to this.	<i>Discussion in chapter 4 on the 'Public Realm' provides greater detail on the sites that make up the open space network connect, this provides better context on the opportunities for pedestrians and cyclists.</i>
<b>Sustainability Framework Objective Conclusions</b>	
There is little discussion on the effect of increased supply of business accommodation on cost to completely fulfil sustainability framework objective 3.	<i>The SPD continues to promote the inclusion of a range of business facilities and encourages mixed used development where viable. The Draft SPD appears to be less limiting in discussion of the appropriate mixes of development on a number of sites, in particular on the Coldock site. There is still little discussion, however, of how affordable these premises will be.</i>
There is potential for a new primary school on the B&W Paxman site, however there is little discussion of how wider education and skills development might be delivered through the SPD ( <b>sustainability framework objective 4</b> ), even though this features within one of the SPD objectives. The SPD may not, however, be the most appropriate mechanism for delivering this objective.	<i>The Draft SPD continues to highlight the B&amp;W site as having potential for a primary school, however there is still uncertainty as to the viability of a school on this location and whether this SPD is the appropriate mechanism to deliver education and skills development.</i>
Targets for the amount of different types of affordable housing are needed to address sustainability framework objective 6 'provide an adequate	<i>Affordable housing remains highlighted as an important aspect of redevelopment, however, provision needs to be balanced against viably</i>

Interim SPD SA Recommendations	Consideration in Draft SPD
<p>affordable housing supply'. Provide an adequate affordable housing supply'. These should at least meet the Local Plan target of 25% social housing with a more detailed explanation of the type of affordable housing to be sought.</p>	<p>providing other common assets. Affordable housing provision has been incorporated into the Draft SPD on the Haven Road West. Whether affordable housing can be delivered on this site is however questionable, as redevelopment of the site would require high remediation cost; the main reason cited for not using the site for residential development in the Interim SPD. 25% social housing provision, reflecting the Colchester Borough Council development briefs for the sites, has also been suggested for the B&amp;W site and the Transco site.</p>
<p>Additional open space and a 'kickabout' facility on Haven Road West site will help to address the limited provision of leisure and recreation facilities, however the desired increase in residential population will strain existing facilities further.</p>	<p>Open space provision remains a key element of the Draft SPD and there is provision for a community hall on the King Edward Quay North site. This is seen as sufficient to 'address the identified need for additional facilities within the area'. There is however an existing shortage of facilities and a greater residential population is likely to put further pressure on the existing provision. There is no consideration of health facilities, desired by the local community.</p>
<p>Further information could be provided as to how the impact of development on natural resources could be minimised such as, for example, utilising sustainable design/construction techniques, water efficiency measures.</p>	<p>There is no discussion as to how the impact on natural resource consumption can be reduced or mitigated.</p>
<p>Alongside a reduction in car space allowances, policies of the SPD might consider how the overall strategy can better reduce the need to travel and mechanisms to encourage improvements to non-car modes e.g. commuted payments, travel plans.</p>	<p>The Draft SPD introduces a method of transport assessment that takes a standard approach for the area as a whole, making it difficult for developers to play down the traffic implications of their development. The assessment seeks no net gain in trip generation, suggesting that where a new use for a site is likely to result in a net gain in trips then the excess should be transferred to sustainable modes of transport, removed from the network or mitigated for through improvements to the highway that will reduce congestion. The car parking allowance appears unchanged.</p>
<p>More information on how contaminated land issues and risk of contamination might be mitigated, perhaps through Sustainable Urban Drainage Systems, would be useful.</p>	<p>There is no discussion as to how pollution generated through construction and development might be reduced and mitigated, although it is highlighted as a main constraint to development in the SPD.</p>
<p>As a large proportion of the SPD area is in Flood Risk Zone 3, it is particularly important to include efforts to reduce and mitigate the flood risk.</p>	<p>There is no discussion as to how flood risk might be reduced and mitigated, although it is highlighted as a main constraint to development in the SPD.</p>

Interim SPD SA Recommendations	Consideration in Draft SPD
<p>Before undertaking any development, a Phase 1 habitat survey should be carried out so the implications of development on biodiversity in Colne Harbour and further down stream to the protected areas can be fully assessed.</p>	<p><i>Although there is greater emphasis on biodiversity enhancement and habitat creation in the draft SPD, there is still a need to understand the current baseline situation before assessment of the implications for biodiversity can be assessed.</i></p>

### **Phase 3: SA of the Draft SPD**

- I.18. The Draft SPD was also subject to appraisal to see how the key sustainability issues would be affected. The appraisal of the Draft SPD concluded:
- I.19. The Draft SPD presents a broad framework for regeneration in Colne Harbour that largely performs well against the range of sustainability framework objectives, although a number of uncertainties remain. This is mainly due to the nature of the SPD in that it provides general guidance only, rather than a strategy or implementation plan for the area.
- I.20. The aspirational SPD objectives are particularly considerate of the needs of the area, reflecting the evidence base gathered in the SA scoping report. Less clear, however, is how the complete range of SPD objectives, and in turn the sustainability framework objectives, have been incorporated and met through the Key Elements of the SPD.
- I.21. Areas where there is particular uncertainty include:
- Identifying opportunities for affordable housing and business premises as well as providing education and employment that reflect the needs of local residents.
  - The scope and impact of the management strategy for the River Colne and its frontages.
  - The time-scale and phasing of development has not been clearly defined, making an assessment of effects over the lifespan of the SPD difficult.
  - Although the SPD incorporates some proposals to enhance biodiversity, without a clear understanding of the biodiversity and habitats outside designated sites it is difficult to assess the full impact of development on biodiversity. This will help to ensure that Colchester Borough Council meets the requirements of policy guidance contained in Planning Policy Statement 9.

### **Sustainability Framework Objective Conclusions**

- I.22. Significant sustainability effects have been recorded in relation to two SA objectives as a result of key principles for development sites. These are:

#### **Significant positive effect**

Sustainability Objective 4: To encourage regeneration which improves the diversity of the local economy, including inward investment in tertiary industries.



### ***Significant negative effect***

Sustainability Objective 11: To reduce the effects of and develop a managed response to climate change, in particular to safeguard against flood risk.

- I.23. The outcomes of the appraisal of the Draft SPD are discussed in more detail below under economic, social and environmental objectives. Measures to mitigate significant negative effects and maximise benefits are also included in relation to SA objectives 4 and 11.

### ***Economic***

- I.24. The SA scoping report highlighted that relatively low levels of economic activity, employment levels and income contribute to high levels of deprivation in and around the Colne Harbour area. Employment is also becoming increasingly polarised, with a small number of large employers based on the declining manufacturing and distribution sectors. The Draft SPD supports improving the diversity of and access to wider employment opportunities (Sustainability framework objectives 1 and 2) by incorporating smaller retail units into the master plan. A lack of small retail outlets, including shops and restaurants have been cited by local stakeholders as a key factor behind the lack of local jobs<sup>5</sup>.
- I.25. Finding suitable and affordable business accommodation for new businesses limits the success of business start-ups and a shortage of grow-on space restricts business growth in Colchester. The Draft SPD continues to promote the inclusion of a range of business facilities and encourages mixed used development where viable. It appears to be less limiting in discussion of the appropriate mixes of development on a number of sites, in particular on the Coldock site.

### ***Mitigation and maximising benefits***

- There should be more consideration of how affordable business premises can be made available for business start-ups and expansion.

### ***Social***

- I.26. There is potential for a new primary school on the B&W Paxman site, however there is little discussion of how wider education and skills development might be delivered through the SPD (sustainability framework objective 4), even though this features within one of the SPD objectives. The Colne area has relatively low educational attainment (academic and vocational) and there is particular employer dissatisfaction with employee skills in Colchester than the rest of Essex. The SPD may not, however, be the most appropriate mechanism for delivering this objective, in which case should it feature as an objective?
- I.27. Poor health in the Colne area is also relatively high, restricting people's ability to work. Increases in health and wellbeing benefits (sustainability framework objective 5), will mainly be derived indirectly through improvements to the public realm, better access to open space and better opportunities to walk and cycle. There is, however,

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<sup>5</sup> Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)

no discussion on the provision of wider health care facilities, a long term local desire, although this might be beyond the scope of the SPD.

- I.28. The Draft SPD focuses heavily on improving pedestrian and cycle routes and enhancing the public realm to make sustainable transport more desirable, helping to reduce congestion problems and achieve sustainability framework objective 7. However, these positive proposals need to be weighed against a suggested maximum average of 1.5 cars per dwelling and operational parking which does not work towards 'effect a modal shift' in transport measures as required by SPD objective F, and is likely to increase, rather than reduce, greenhouse gas and congestion.
- I.29. Better circulation around Colne will help to improve access to essential services and facilities (sustainability framework objective 8); however, the provision of these services and facilities within Colne Harbour remains uncertain. Desire for a primary school is acknowledged with potential provision on the B&W Paxman site, although development may not be economically viable, and there is provision for a community hall on the King Edward Quay North site. Additional open space and a 'kickabout' facility on Haven Road West site will help to address the limited provision of leisure and recreation facilities, however the desired increase in residential population will strain existing facilities further. There is no inclusion of other desired facilities such as a health clinic.
- I.30. Emphasising the need to 'ensure that a consistent approach is taken and that site specific proposals fit with an overall strategy' supports sustainability framework objective 9, in creating a strong sense of place. Improvements to the public realm will also contribute to creating a high quality, safe living environment and recognises the need to maintain and enhance important local heritage (sustainability framework objective 13).

#### ***Mitigation and maximising benefits***

- No specific measures are recommended, although further consideration could be given to improving access to a wider range of services and facilities.

#### ***Environment***

- I.31. The SPD will have mixed implications for sustainability framework objective 10, encouraging prudent use of natural resources. Development, and the subsequent increase in local residents and businesses will consume natural resources in the form of materials, water and energy.
- I.32. Improved access and circulation should help to reduce localised air pollution though congestion, although provision of 1.5 car parking spaces per dwelling would indicate greater vehicular movement, fuel consumption and a continued trend of increased greenhouse gas emissions. There is little evidence that SPD objective 11 - to effect a modal shift - could be realised with such a policy. Although 1.5 spaces per dwelling is in line with maximum standards set out in PPG 13<sup>6</sup> and guidance at the County level<sup>7</sup>, in such as heavily congested area with potential for improve public transport access,

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<sup>6</sup> Planning Policy Guidance Note 13: Transport (ODPM, March 2001)

<sup>7</sup> Vehicle Parking Standards (Essex Planning Officers Association, August 2001)

pursuing the maximum would seem to be a missed opportunity to begin to contain predicted trends of increased car use in the Borough.

- I.33. During construction there will be a need for land remediation on a number of sites, which will improve the quality of currently contaminated soil, but is expensive and potentially requires mass movement. There is also a potential risk of contamination of watercourses, particularly in reconstructing the harbour walls and due to increased run off.
- I.34. There is a need to better understand the current baseline in relation to biodiversity outside designated areas, including brownfield sites.

***Mitigation and maximising benefits***

- Further information could be provided as to how the impact of development on natural resources could be minimised such as, for example, utilising sustainable design/construction techniques, water efficiency measures.
- Alongside a reduction in car space allowances, there needs to be consideration of how the overall strategy can better reduce the need to travel and mechanisms to encourage improvements to non-car modes e.g. commuted payments, travel plans. The extent to which a modal shift can be realised is highly dependent on policies and mechanisms outside the SPD, at local, county, regional and national levels.
- Further information is required to understand how development would 'reduce the effects of, and develop a managed response to climate change' (sustainability framework objective 11). As a large proportion of the SPD area is in Flood Risk Zone 3, it is particularly important to include efforts to reduce and mitigate the flood risk.
- More information on how potential effects of water quality might be mitigated, perhaps through Sustainable Urban Drainage Systems, would be useful.
- Before undertaking any development, a Phase I habitat survey should be carried out so the implications of development on biodiversity in Colne Harbour and further down stream to the protected areas can be fully assessed.



## 2. INTRODUCTION

- 2.1. The Draft Colne Harbour SPD sets out the recommendations of the consultant team<sup>8</sup> in developing a master plan based SPD for the Colne Harbour area of Colchester. East Colchester and Hythe Regeneration Area (allocated in the Adopted Colchester Local Plan<sup>9</sup>) provides the existing planning policy framework for the SPD to build upon, along with experience from a number of previous initiatives in the area which will help to inform a comprehensive master plan framework within which opportunities across Colne Harbour can be realised.
- 2.2. In accordance with the aims and requirements of Sustainability Appraisal (SA) and the Strategic Environmental Assessment (SEA) Directive<sup>10</sup>, this report presents a SA (incorporating SEA) of the Draft SPD report assessed against a framework of sustainability objectives set out in the Colne Harbour Master Plan SPD SA Scoping Report<sup>11</sup> (Table 2.1 sets out where the SEA Directive requirements are met in this report). The SA of the Draft SPD builds on an initial SA of a working Interim SPD. This allowed, to varying degrees, the sustainability issues identified by the SA of the Interim SPD to be acknowledged and addressed as part of a wider iterative process of developing the Draft SPD.

**Table 2.1: Signpost of SEA Requirements**

SEA Requirements	Where covered in SA Report
<b>Preparation of an environmental report</b> in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated. The information to be given is (Art. 5 and Annex I):	
a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes;	Section 4 and Appendix 2
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	Section 4
c) The environmental characteristics of areas likely to be significantly affected	Section 4
d) Any existing environmental 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/EEC;	Section 4
e) The environmental protection objectives, established at international, Community or national 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;	Section 4 and Appendices 2 and 3
f) The likely significant effects on the environment, including 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. (Footnote: These effects <b>should</b> include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects);	Section 6 and Appendix 5
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	Section 6
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Section 5

<sup>8</sup> David Lock Associates commissioned by Colchester Borough Council and Essex County Council in partnership with land owners and the Colchester Renaissance Partnership

<sup>9</sup> Adopted Review Colchester Borough Local Plan (Colchester Borough Council, March 2004)

<sup>10</sup> The SEA Directive: European Directive 2001/42/EC (EC, 2001)

<sup>11</sup> Colne Harbour Master Plan Supplementary Planning Document Sustainability Appraisal Scoping Report (Land Use Consultants, November 2005)

SEA Requirements	Where covered in SA Report
i) a description of measures envisaged concerning monitoring in accordance with Art. 10;	Section 6
j) a non-technical summary of the information provided under the above headings	Section 1
The report must include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Art. 5.2)	Whole SA Report
<b>Consultation:</b>	Section 5
<ul style="list-style-type: none"> <li>authorities with environmental responsibility, when deciding on the scope and level of detail of the information which must be included in the environmental report (Art. 5.4)</li> </ul>	Section 5
<ul style="list-style-type: none"> <li>authorities with environmental responsibility and the public, shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Art. 6.1, 6.2)</li> </ul>	N/A
<ul style="list-style-type: none"> <li>other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country (Art. 7).</li> </ul>	N/A
<b>Taking the environmental report and the results of the consultations into account in decision-making (Art. 8)</b>	
<b>Provision of information on the decision:</b> When the plan or programme is adopted, the public and any countries consulted under Art. 7 must be informed and the following made available to those so informed: <ul style="list-style-type: none"> <li>the plan or programme as adopted</li> <li>a statement summarising how environmental considerations have been integrated into the plan or programme and how the environmental report of Article 5, the opinions expressed pursuant to Article 6 and the results of consultations entered into pursuant to Art. 7 have been taken into account in accordance with Art. 8, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and</li> <li>the measures decided concerning monitoring (Art. 9)</li> </ul>	N/A
<b>Monitoring</b> of the significant environmental effects of the plan's or programme's implementation (Art. 10)	N/A
<b>Quality assurance:</b> environmental reports <b>should</b> be of a sufficient standard to meet the requirements of the SEA Directive	Whole SA Report

## Structure of the Report

2.3. The rest of this report is set out in four sections:

Section 3: **Appraisal Process** – sets out the process used in undertaking the sustainability appraisal, presenting the framework of sustainability objectives and providing details on the method of appraising the significance of the effects of the SPD.

Section 4: **Sustainability Issues in Colne Harbour** – provides a review of the relevant plans and programmes that affect the SPD area and analyses baseline data as a characterisation of the area in order to identify key issues and develop the framework of sustainability objectives.

Section 5: **Evolution of Draft SPD** – details how the SA process has been used throughout the SPD development process to highlight sustainability synergies and conflicts by testing the SPD objectives and undertaking an SA of the Interim SPD and sets out how recommendations have been incorporated into the Draft SPD.

Section 6: **Appraisal of Draft SPD** – sets out the conclusions of the SA of the Draft SPD and suggests opportunities to mitigate significant impacts of the SPD and indicators for monitoring.

### 3. APPRAISAL PROCESS

#### The SA Process

- 3.1. The SA process follows that set out in the ODPM guidance on *Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents*<sup>12</sup> (the SA Guidance). Figure 3.1 shows the key stages in the development of an SPD against the appropriate SA stages and tasks.

**Figure 3.1: Incorporating SA within the SPD process (from Figure 9, Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks, ODPM (2005))**

<p><b>SPD Stage 1: Pre-production – Evidence gathering</b></p> <p>SA stages and tasks</p> <p>Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope</p> <ul style="list-style-type: none"> <li>• A1: Identifying other relevant policies, plans and programmes, and sustainable development objectives.</li> <li>• A2: Collecting baseline information.</li> <li>• A3: Identifying sustainability issues and problems.</li> <li>• A4: Developing the SA framework.</li> <li>• A5: Consulting on the scope of the SA.</li> </ul>
<p><b>SPD Stage 2: Production – Prepare draft SPD</b></p> <p>SA stages and tasks</p> <p>Stage B: Developing and refining options and assessing effects</p> <ul style="list-style-type: none"> <li>• B1: Testing the SPD objectives against the SA framework.</li> <li>• B2: Developing the SPD options.</li> <li>• B3: Predicting the effects of the draft SPD.</li> <li>• B4: Evaluating the effects the draft SPD.</li> <li>• B5: Considering ways of mitigating adverse effects and maximising beneficial effects.</li> <li>• B6: Proposing measures to monitor the significant effects of implementing the SPD.</li> </ul> <p>Stage C: Preparing the Sustainability Appraisal Report</p> <ul style="list-style-type: none"> <li>• C1: Preparing SA Report.</li> </ul> <p>Stage D: Consulting on draft SPD and Sustainability Appraisal Report</p> <ul style="list-style-type: none"> <li>• D1: Public participation on the SA Report and the draft SPD.</li> <li>• D2: Assessing significant changes.</li> </ul>
<p><b>SPD Stage 3: Adoption</b></p> <p>SA stages and tasks</p> <ul style="list-style-type: none"> <li>• D3: Making decisions and providing information.</li> </ul> <p>Stage E: Monitoring the significant effects of implementing the SPD</p> <ul style="list-style-type: none"> <li>• E1: Finalising aims and methods for monitoring.</li> <li>• E2: Responding to adverse effects.</li> </ul>

<sup>12</sup> Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents: Guidance for Regional Planning Bodies and Local Planning Authorities (ODPM, 2005)

### Progress to Date

- 3.2. Work has been undertaken to fulfil the requirements set out in SA Stages A and B in Figure 3.2. Stage A provides an evidence base, through a review of relevant plans and policies and collection of baseline data, in order to understand the sustainability issues affecting Colne Harbour and to develop a framework of sustainability objectives. The sustainability objectives used throughout this appraisal are set out in **Table 3.1**.

**Table 3.1: Framework of sustainability objectives**

<i><b>Economic</b></i>
1. To reduce economic disadvantage by improving access to a wider range of employment opportunities
2. To encourage regeneration which improves the diversity of the local economy, including inward investment in tertiary industries
3. To improve the supply of flexible, low cost business accommodation
<i><b>Social</b></i>
4. To increase levels of educational attainment through the provision of opportunities for education and skills development
5. To increase the level of health and wellbeing of residents within Colne Harbour to be more in line with Colchester as a whole
6. To provide an adequate affordable housing supply, with improvements in standards of living accommodation
7. To reduce traffic congestion and improve accessibility through alternatives to the private car
8. To encourage mixed use redevelopment which reflects the needs of local communities, including improved accessibility to essential services and facilities
9. To create a stronger sense of place and community identity with a high quality, safe living environment
<i><b>Environmental</b></i>
10. To encourage prudent use of natural resources including improvements to local air, water and soil quality
11. To reduce the effects of and develop a managed response to climate change, in particular to safeguard against flood risk
12. To maintain and enhance biodiversity and landscape quality
13. To maintain and enhance architectural and historical character and quality

- 3.3. The review of the relevant plans and programmes and the baseline data that informed the development of the framework of sustainability objectives is set out in **Section**



4. This provided the basis for the Colne Harbour Master Plan SPD SA Scoping Report which was tested through two workshops<sup>13</sup> and consultation with the statutory bodies<sup>14</sup> and other stakeholders (**Appendix I** details the consultation comments).

- 3.4. Stage B uses the framework of sustainability objectives to assess the likely sustainability implications of the SPD. This was initially done by testing the objectives of the SPD against the sustainability framework. As the interim SPD developed, an appraisal was undertaken using the sustainability framework to evaluate the sustainability implications of the emerging SPD, and to allow feedback to be incorporated into the development of the draft SPD at a relatively early stage (see section 4). This report presents the SA of the draft SPD, constituting Stage C of the SA process.

### Appraisal Method

- 3.5. The framework of sustainability objectives was used throughout the appraisal process in order to test the SPD objectives and appraise the key elements of the Interim SPD and the Draft SPD. The symbols set out in **Table 3.2** have been used to show the significance of likely effects arising from the SPD for each sustainability objective.

**Table 3.2: Scoring system used in the Appraisal**

Symbol	Meaning
++	Significant positive effect on sustainability objective (normally direct)
+	Minor positive effect on sustainability objective (normally indirect)
0	Neutral effect on sustainability objective
-	Minor negative effect on sustainability objective (normally indirect)
--	Significant negative effect on sustainability objective (normally direct)
?	Uncertain effect on sustainability objective
N/A	Not relevant to sustainability objective

### SPD Context and Deliverability

- 3.6. The SPD is being developed in the context of existing Local Plan policies and the emerging Local Development Framework for Colchester. Delivery needs to be seen in this context – it will not be possible or realistic for the SPD to fully address all sustainability issues in the Colne area. In order to meet the objectives of the SPD, and address the wider sustainability issues identified in the scoping report and reflected in the Sustainability framework objectives, a range of initiatives that compliment the plan led SPD will need to be implemented. Policies and proposals of the SPD should still seek to encourage synergies between environmental, economic and social objectives in the wherever possible and trade-offs only where this has been fully explored.

<sup>13</sup> Appendix xx lists the workshop attendees

<sup>14</sup> English Heritage, English Nature, Environment Agency, Countryside Agency



## 4. SUSTAINABILITY ISSUES IN COLNE HARBOUR

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### REVIEW OF RELEVANT PLANS, PROGRAMMES AND POLICY OBJECTIVES

- 4.1. The ODPM guidance on SA explains that Local Planning Authorities must take account of relationships between the SPD and other relevant policies, plans, programmes and sustainability objectives. Also, the SEA Directive specifically requires environmental protection objectives established at international, European Community or national levels to be taken into account. A review of relevant plans, programmes and sustainability objectives in existing international, national, regional, county and local policy and strategy documents was therefore undertaken allowing. This enabled:
- consideration of how the SPD is affected by outside factors and inform the development of appraisal objectives;
  - the relationship between the SPD and other plans and programmes to be established;
  - key sustainability issues to be highlighted.
- 4.2. A list of documents reviewed is provided in **Table 4.1** and full reviews setting out the key objectives relevant to the SA of the Colne Harbour SPD are set out in **Appendix 2**.

**Table 4.1: Reviewed Plans and Programmes**

<b>Title</b>	<b>Author</b>	<b>Date</b>
<b>International</b>		
The World Summit on Sustainable Development, Johannesburg. Commitments arising from Johannesburg Summit	United Nations	Sept 2002
Water Framework Directive (2000/60/EC)	European Community	2000
Waste Framework Directive (75/442/EEC as amended by Directive 91/156/EEC)	European Commission	2000
Conservation of Natural Habitats and Wild Fauna and Flora (Directive 92/43/EC) (The Habitats Directive).	European Commission	1994
Air Quality Framework Directive	European Commission	1996
Kyoto Protocol and the UN Framework Convention on Climate Change	United Nations	1992
<b>National</b>		
The Air Quality Strategy for England, Scotland, Wales and Northern Ireland. Working together for clean air.	DETR	2000
Water Resources for the Future – A Strategy for England and	Environment	2001

Wales.	Agency	
Making Space for Water: Developing a New Government Strategy for Flood and Coastal Erosion Risk Management in England. A Consultation Exercise.	DEFRA	2004
Securing the Future. The UK Government Sustainable Development Strategy.	HMSO	March 2005
Planning Policy Guidance Note 1: General Policy and Principles	ODPM	1997
Planning Policy Statement 1: Delivering Sustainable Development	ODPM	Feb 2005
Planning Policy Guidance 4: Industrial, Commercial Development and Small Firms	ODPM	2005
Planning Policy Statement 6: Planning for Town Centres	ODPM	2005
Planning Policy Guidance Note 9: Nature Conservation	ODPM	1994
Planning Policy Statement 12: Local Development Frameworks.	ODPM	2004
Planning Policy Guidance Note 13: Transport.	ODPM	2001
Planning Policy Guidance Note 15: Planning and the Historic Environment	ODPM	1994
Planning Policy Guidance Note 17: Planning for open space, sport and recreation.	ODPM	2002
Planning Policy Statement 22: Renewable Energy	ODPM	2003
Planning Policy Statement 23: Planning and Pollution Control.	ODPM	2004
Planning Policy Guidance Note 24: Planning and Noise.	ODPM	1994
Planning Policy Guidance Note 25: Development and Flood Risk.	ODPM	2001
Planning Policy Guidance Note 3: Housing	ODPM	2000
Planning Policy Statement 10: Planning for Sustainable Waste Management.	ODPM	2005
<b>Regional</b>		
East of England Integrated Regional Strategy,	East of England Regional Assembly	2005
A Sustainable Development Framework for the East of England	East of England Regional Assembly	2001
Sustainable Communities in the East of England – Building for the future	ODPM	2004
A shared Vision: the regional economic strategy for the East of England	East of England Development Agency	2004
Revised regional housing strategy for the East of England: Strategy Document 2005-2010	East of England Regional	2005

	Assembly	
'Our Environment, Our Future' The Regional Environmental Strategy for The East of England	East of England Regional Assembly	2003
<b>Local</b>		
Transport for Colchester	Essex County Council and Colchester Borough Council	2004
Colchester's New Transport Strategy	Colchester Borough Council	2001
Essex and Southend-on-Sea Replacement structure Plan	Essex County Council and Southend Borough Council	2001
Adopted Review Colchester Borough Local Plan 2004-2011	Colchester Borough Council	2004
Colchester Borough Council Supplementary Planning Guidance: Affordable Housing	Colchester Borough Council	2004
Colchester Borough Council Supplementary Planning Guidance Community Facilities	Colchester Borough Council	2004
An external materials guide for new developments in Colchester	Colchester Borough Council	2004
Essex Design Guide: Urban Place Supplement (consultation draft)	Essex County Council	2005
Colne Harbour Design Framework	Colchester Borough Council and Essex County Council	2001
Colchester 2020 – 'A Vision for Our Future', Colchester's Community Strategy	Local Strategic Partnership	2003
Contaminated Land Strategy for Colchester Borough Council	Colchester Borough Council	2000
Local Economic Development Strategy for Colchester Borough 2004-2007	Colchester Borough Council	2004
Colchester Strategic Plan 2004-2007 <sup>15</sup>	Colchester Borough Council	2004
Colchester Housing Strategy	Colchester Borough Council	2003
Colchester's Housing Strategy Update 2004-2005	Colchester Borough Council	2005
Colchester Urban Capacity Study,	Colchester Borough Council.	2001

<sup>15</sup> Colchester Borough Council's Strategic Plan (2004) is currently being reviewed for 2006-2009

## BASELINE DATA AND INDICATORS

### Purpose of baseline information

- 4.3. The ODPM SA guidance notes that ‘baseline information provides the basis for predicting and monitoring effects and helps to identify sustainability problems and alternative ways of dealing with them’<sup>16</sup>. The SEA Directive (Annex 1b) requires the provision of information on “the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme”.
- 4.4. Collation of existing sustainability data has highlighted key sustainability issues in East Colchester and the Colne Harbour area (set out in the Characterisation, paragraphs 3.9-3.34), and sets the context for the appraisal of the SPD. Data has been presented in terms of economic, social and environmental issues in Colne Harbour, although it is recognised that many issues are cross-cutting and the appraisal will need to keep this in mind.
- 4.5. The baseline information, trends and indicators are set out in **Appendix 3** and will be referred to when assessing the SPD.

### Data Sources

- 4.6. Much of the baseline information collected has been taken from the plan and programmes review, although a number of additional sources shown in **Table 4.2** have also been used.

**Table 4.2: Sources of baseline data**

Document
2001 Census Profile of Colchester Town – including demographic, ethnicity, deprivation, economic and commuter profiles, Office for National Statistics (2002)
Colne Harbour Maritime Heritage Study, Jonathan Rochford (2005)
Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)
Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)
Contaminated Land Strategy, 4th Revision, Colchester Borough Council (2003)

### Data Gaps

- 4.7. Despite covering a wide range of material and establishing a good evidence base for the majority of objectives and issues, there are some gaps in the baseline data. The key areas of missing data concern:

<sup>16</sup> Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks. ODPM (2005)

- Levels of crime within the Colne Harbour area – Although there is significant information on the levels (generally low) and types of crime within Colchester, specific data for the area covered by the SPD has not been sourced. Crime is nevertheless a potentially a key issue, particularly as evidence of other, often related issues such as high levels of deprivation, is significant.
  - Flood Risk – To date, no Strategic Flood Risk Assessment has been undertaken to determine how suitable land is in the borough for development in the future. Flood risk is however a key issue as the Environment Agency have designated a large proportion of the proposed SPD area as ‘high-risk’ zone 3<sup>17</sup> meaning that new developments within the area will need their own flood risk assessments.
  - Biodiversity – A lack of baseline data for the relatively small area of Colchester borough makes it difficult to evaluate biodiversity implications. The Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005) suggests that Phase I Habitat Surveys are required as a minimum for the Borough.
  - Energy consumption - There is currently no data available on average energy consumption per person or the amount of renewable energy generated.
- 4.8. More specific recommendations on how to fill significant data gaps will be developed throughout the remainder of the SA process.

## CHARACTERISATION OF COLNE HARBOUR AND SUSTAINABILITY ISSUES

### Introduction

- 4.9. To provide a context for appraisal, this section describes the environmental, social and economic character of areas likely to be affected by the SPD. This characterisation has been developed through, and should be read in conjunction with, a review of existing baseline information as described in **Appendix 3**. Baseline data has been gathered that reflects the area likely to be directly affected by the SPD, known as The Hythe, as well as for the surrounding wards which also be significantly affected and contribute to the areas character. Qualitative information gathered at two consultation workshops held at the end of October 2005 with local council officials and stakeholders has also been incorporated. Key issues described within the characterisation are reflected in the draft appraisal framework set out in **Chapter 4**.

### Overview

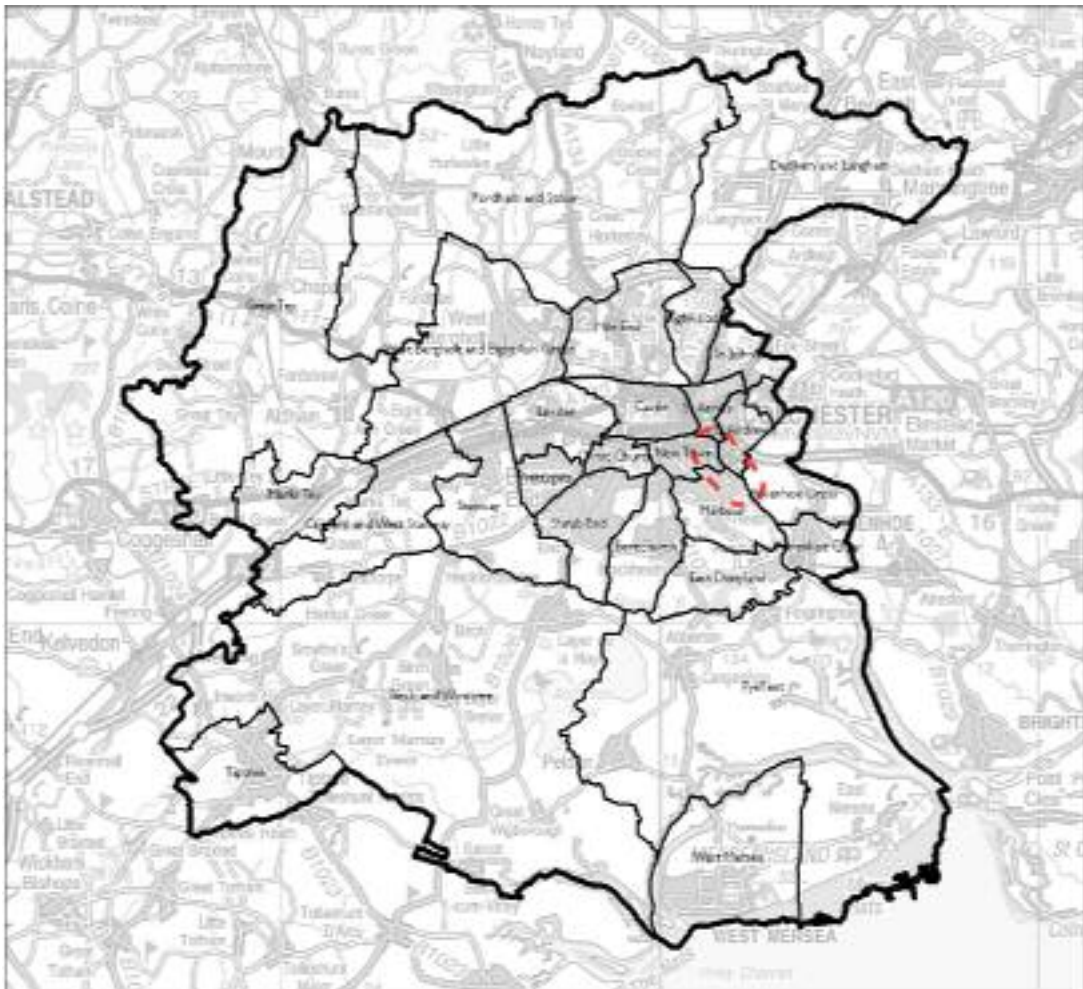
- 4.10. Colchester is the third most populous borough in Essex with 155,794 residents in 2001, 11.9% of the County’s total population<sup>18</sup>. The majority of the population live in the urban centres of Colchester and West Mersea. The Colne Harbour SPD focuses on an area to the southwest of Colchester. **Figure 4.1** shows the general location of the proposed SPD and the wards it covers. The final boundaries will be defined as the SPD is prepared. The area falls within the River Colne Regeneration Area (RA),

<sup>17</sup> Planning Policy Guidance 25, ODPM (2001)

<sup>18</sup> 2001 Census National Statistics Office (2002)

identified in the Adopted Colchester Local Plan, 2004, and roughly follows an area covered by Colchester Borough's SPG *Colne Harbour Design Framework, 2001*. This area, known as The Hythe, falls at the boundary of three wards - St Andrew's, New Town and Harbour. The SPD will also extend slightly into St Anne's ward. The four wards represent around 32,450 people; just over one fifth of Colchester's population, with St Andrew's being the most densely populated with 4,925 people per square kilometre<sup>19</sup>.

**Figure 4.1: The SPD focus area**



- 4.11. The area has experienced long-term economic downturn, culminating in the closure of Colchester Port in 2001. There are also a number of social and environmental issues, including comparatively high levels of deprivation and degradation of the river environment. The area has, however, potential for regeneration as highlighted in the Colchester Borough SPG *Colne Harbour Design Framework, 2001*. The main economic, social and environmental issues in Colne Harbour are summarised below.

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<sup>19</sup> Adopted Colchester Local Plan, Colchester Borough Council, 2004



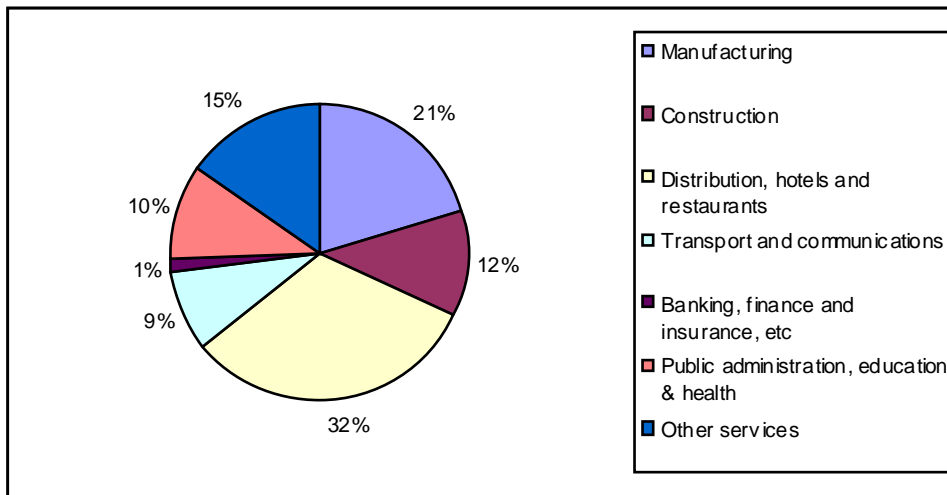
## Economic

- 4.12. The local economy of Colne Harbour was traditionally based around the manufacturing and marine industries. It has suffered due to the decline of waterborne freight and the final closure of the port, leading to a long-term degeneration of the waterfront and surrounding area. There has also been increased dependency on a small number of larger employers<sup>20</sup>. Despite the decline in manufacturing, Colchester Borough Council's Enterprise Team identified 78 businesses in the area, employing 1,135 people<sup>21</sup>. **Table 4.3** shows the number of employers and employees by sector and **Figure 4.2** shows the proportion of employees per sector within the existing SPG area.

**Table 4.3: The number of firms and their employees in the existing Colne Harbour Design Framework SPG area**

Major Sector	No of firms	Employers	Employees
Manufacturing	16	4	317
Construction	9	1	144
Distribution, hotels and restaurants	25	10	253
Transport and communications	7	---	101
Banking, finance and insurance, etc	1	---	9
Public administration, education & health	8	2	175
Other services	12	2	136
<b>Total</b>	<b>78</b>	<b>19</b>	<b>1,135</b>

**Figure 4.2: Employees by Sector in existing Colne Harbour Design Framework SPG Area**



Source: From Inter-Departmental Business Register (2004) by Colchester Borough Council's Enterprise Team (2006)

<sup>20</sup> The Colchester Economic Audit: Into the New Millennium, A Report Prepared for the Colchester Economic Forum (2000) in Environmental Baseline Study – Amended Final Report, Colchester borough Council (2005)

<sup>21</sup> Analysis of data in the Inter-Departmental Business Register (2004) undertaken by Colchester Borough Council's Enterprise Team in response to the consultation on the SA Scoping Report in order to provide an economic profile that is specific to the SPD study area (2006).

- 4.13. Outside the SPG area, The University of Essex is also a major employer, with around 2000 staff. The University offers potential economic regeneration prospects for the area, with a proposed research park that incorporates business space with some housing and student accommodation on a 10 hectare site.
- 4.14. Unemployment is relatively low in Colchester, when compared with Essex and the country as a whole. Colchester's unemployment is concentrated in the Colne Harbour area, with the four priority wards, accounting for 20.7% of the boroughs population on Job Seekers Allowance<sup>22</sup>. **Table 4.4** shows the extent of economic activity in the four wards covered by the SPD relative to Colchester as a whole.

**Table 4.4: Economic Activity & Inactivity Rates, 2001**

	Colchester	Harbour	New Town	St Andrew's	St Anne's
Working age population	101,900	3,452	6,190	6,090	5,478
As % of total pop	63.4	60.6	71.8	65.0	62.5
Econ active	79,900	2,697	4,925	3,844	4,174
Econ inactive	17,600	752	1,269	2,244	1,305
As % of working age pop.	22.6	21.8	20.5	36.9	23.8
Long Term Unemployed (6+mths)	440	20	45	55	30
All unemployed	1,697	96	167	197	157
As % of resident working age people	1.7	2.8	2.7	3.2	2.9

Source: Nomis, 2006<sup>23</sup>

- 4.15. Colchester generates a substantial number of new businesses start-ups each year, around 2200, which is comparable to other towns in the area. However, 440 businesses struggle each year to find suitable and affordable accommodation<sup>24</sup>. Similarly there appears to be a shortage of 'grow on' accommodation for well-established businesses.
- 4.16. The market for office accommodation is relatively slow, with a greater supply than demand in the Colchester area. There is a presumption against any new major retail outlets in the SPD area, due to the recent approval of a major retail outlet (B&Q)<sup>25</sup>. Local stakeholders feel that the lack of smaller retail outlets (shops and restaurants) is a key factor behind the lack of local jobs<sup>26</sup>. Industrial and commercial warehouses

<sup>22</sup> Local Economic Development Strategy for Colchester Borough 2004-2007, Colchester borough Council (2004)

<sup>23</sup> Working age population: Colchester figure taken from 2004 mid-year pop estimate; ward figures from 2001 Census; Econ active/inactive: from 2001 Census Unemployment figures: January, 2006

<sup>24</sup> Local Economic Development Strategy for Colchester Borough 2004-2007, Colchester borough Council (2004)

<sup>25</sup> Adopted Colchester Local Plan, Colchester Borough Council (2004)

<sup>26</sup> Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)

are currently yielding around 7.5-8% on investment, with the highest land values approaching £6 per sqft in the Whitehall industrial estate which abuts the SPD area to the southeast<sup>27</sup>.

- 4.17. Despite these limitations, there is potential to utilise resources, such as the river, for recreation and tourism. This might provide the impetus for further capital investment.

### **Key Economic Issues**

- 4.18. **Table 4.5** sets out the key economic issues should be addressed by the SEA/SA of the SPD and highlights the relevant framework of sustainability objectives:

**Table 4.5 Key Economic Issues**

Key Issues	Sustainability Framework Objectives
Relatively low levels of economic activity, employment levels and income, particularly in the three most deprived wards; Harbour, St Andrew's and St Anne's.	1. To reduce economic disadvantage by improving access to a wider range of employment opportunities
Employment is based on declining manufacturing and distribution sectors, with a small number of large employers.	2. To encourage regeneration which improves the diversity of the local economy, including inward investment in tertiary industries
Potential opportunities to encourage recreation and tourism linked to the river environment	
Difficulties in finding suitable and affordable business accommodation	3. To improve the supply of flexible, low cost business accommodation

### **Social**

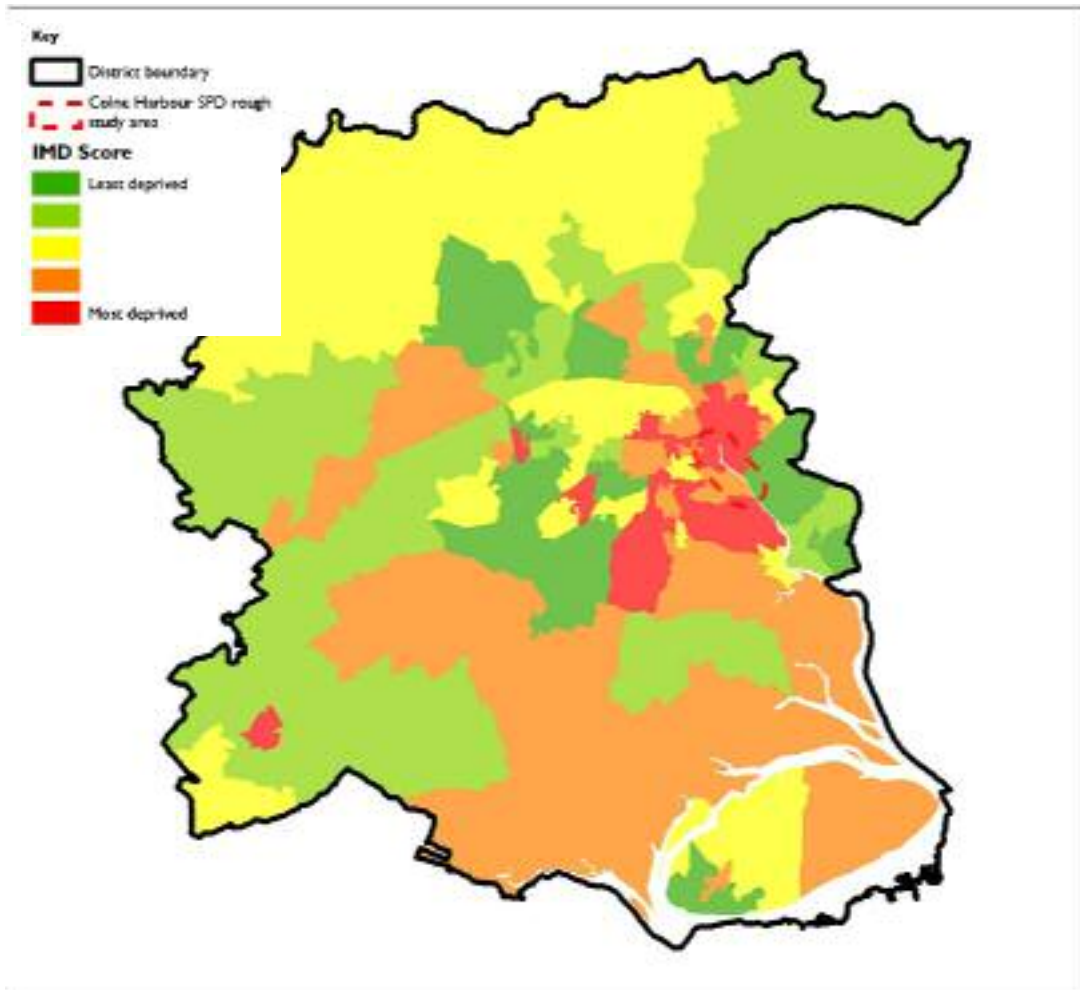
- 4.19. As a whole, Colchester is a relatively prosperous area, ranking 213 out of 354 districts in England (1 being the most deprived), on the Index of Multiple deprivation<sup>28</sup>. There is wide variation throughout the borough however. Four wards in the district are in the 20% most deprived wards in the East of England and targeted by the council as 'priority wards'. Three of these wards - Harbour, St Andrew's and St Anne's - converge within the proposed SPD area. St Andrew's, which incorporates the Hythe and waterfront areas, is the most deprived, ranking in the

<sup>27</sup> Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)

<sup>28</sup> The Index of Multiple Deprivation 2004 contains seven domains of deprivation: income deprivation, employment deprivation, health deprivation and disability, education, and skills and training deprivation, barriers to housing and services, living environment deprivation and crime and covers each local authority down to ward level in the UK.

highest 10% of deprived wards in the country<sup>29</sup>. **Figure 4.3** shows the location of the most deprived wards in Colchester.

**Figure 4.3: Index of Multiple Deprivation score by ward**



- 4.20. Educational attainment (academic and vocational) is low – a third of people in Colchester with no qualifications are from the four priority wards. Employer dissatisfaction with employee skills is also twice as high in Colchester as it is in the rest of Essex. Reflected in these relatively low employment levels are poor levels of health and long-term illness. About 12% of people of working age living in Colchester have a long-term illness. St Andrew's has the highest proportion of disabled people out of Colchester's 27 wards and the sixth highest out of 284 wards in Essex<sup>30</sup>. Harbour and St Anne's also have high numbers of people living with a disability.
- 4.21. In 2001 there were 63,706 households in Colchester Borough, about three-quarters of which were in privately owned homes. Of the 25% rented homes, 10.94% were rented from a local authority<sup>31</sup>. With growing demand for homes, due to an

<sup>29</sup> Local Economic Development Strategy for Colchester Borough 2004-2007, Colchester borough Council (2004)

<sup>30</sup> Census 2001, Office for National Statistics (2002)

<sup>31</sup> Census 2001, Office for National Statistics (2002)

increasing number of people living on their own<sup>32</sup> and substantial in-migration, there is increasingly a shortfall in affordable housing<sup>33</sup>. In addition, the Council accepts around 500 families a year for re-housing whilst council homes continue to be sold at a rate of 160 – 180 each year. A large proportion (64%) of council homes did not meet the government's decent homes standard in 2002/03<sup>34</sup>. The Council's Housing Needs Survey (2002) identified a need for socially rented housing rather than low-cost home ownership or cheap housing for sale<sup>35</sup>.

- 4.22. There are at least four distinct communities living within the SPD area, each with particular needs; residents of social housing where the focus should be on facility provision; residents of 'Old Hythe' where emphasis for improvement is on heritage and restoration, and a large transient population made up of 'buy-to-let' tenants and a large student population. In addition, Colchester's ethnic minority groups (about 3.8% of the population<sup>36</sup>) may have specific requirements. St Andrew's ward and neighbouring Wivenhoe Cross ward have the highest ethnic diversity in the borough, with a particular presence of people of Chinese origin. Chinese students also form the largest minority group attending the University.
- 4.23. As the most self contained borough in Essex, more than 77% of Colchester's workforce lives within the Borough and in-commuting is less than out commuting<sup>37</sup>. Around 61% of people drive to work, whilst only 13% use public transport. Travel for shopping, leisure, education and other activities is also generally increasing<sup>38</sup> and it is predicted that traffic levels in Colchester will grow by as much as 36% by 2011 if no action is taken<sup>39</sup>. Traffic congestion in Colchester, and in particular East Colchester, presents both social and environmental issues.
- 4.24. From a social perspective, the Eastern Approaches Road Scheme attempted to solve the problem of congestion and delay that a high volume of traffic causes. The level of through traffic remains high, however, and alternative transport options and traffic management measures need to be introduced following the demise of the second phase of the project<sup>40</sup>. Passenger use of Hythe Station is increasing by 3% per annum<sup>41</sup>, although the station has become run-down and is in need of regeneration.
- 4.25. Within the context of the regeneration of Colne Harbour, the issue of transport also raises fundamental questions about the aims of any regeneration scheme; whether there is a focus on increased accessibility and connectivity for improved integration with the town centre or promoting a range of activities and services for the area to be more autonomous in its own right.

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<sup>32</sup> Colchester Strategic Plan 2004-2007, Colchester Borough Council

<sup>33</sup> Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)

<sup>34</sup> Colchester Strategic Plan 2004-2007, Colchester Borough Council

<sup>35</sup> Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)

<sup>36</sup> Census 2001, Office for National Statistics (2002)

<sup>37</sup> Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)

<sup>38</sup> Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)

<sup>39</sup> Transport for Colchester, EEC and CBC (2004)

<sup>40</sup> Adopted Colchester Local Plan, Colchester Borough Council, 2004

<sup>41</sup> Colchester's New Transport Strategy (CBC, 2001)

- 4.26. The Hythe Community Assessment (2000) found that there is a limited provision of leisure and recreation facilities rather than problems with existing facilities. There is a popular community centre that has been open for four years and there have been efforts to open a doctor's surgery, although this has met several start-up problems. Also, some residents believe that the area lacks shops, take-away food outlets and other restaurants limiting the number of local jobs<sup>42</sup>.
- 4.27. The quality of the local environment has been declining and problems have been identified around the untidiness of the streets, inadequate street lighting and the disrepair of many footpaths<sup>43</sup>. Some parts of the built environment are of high quality, with two conservation areas within and one close to the proposed SPD area (see **Figure 4.4**). However, there are only 1.54 hectares of open space per 1000 people, below the national standard of 2.83 hectares per 1000 people<sup>44</sup>

#### **Figure 4.4: Conservation Areas**

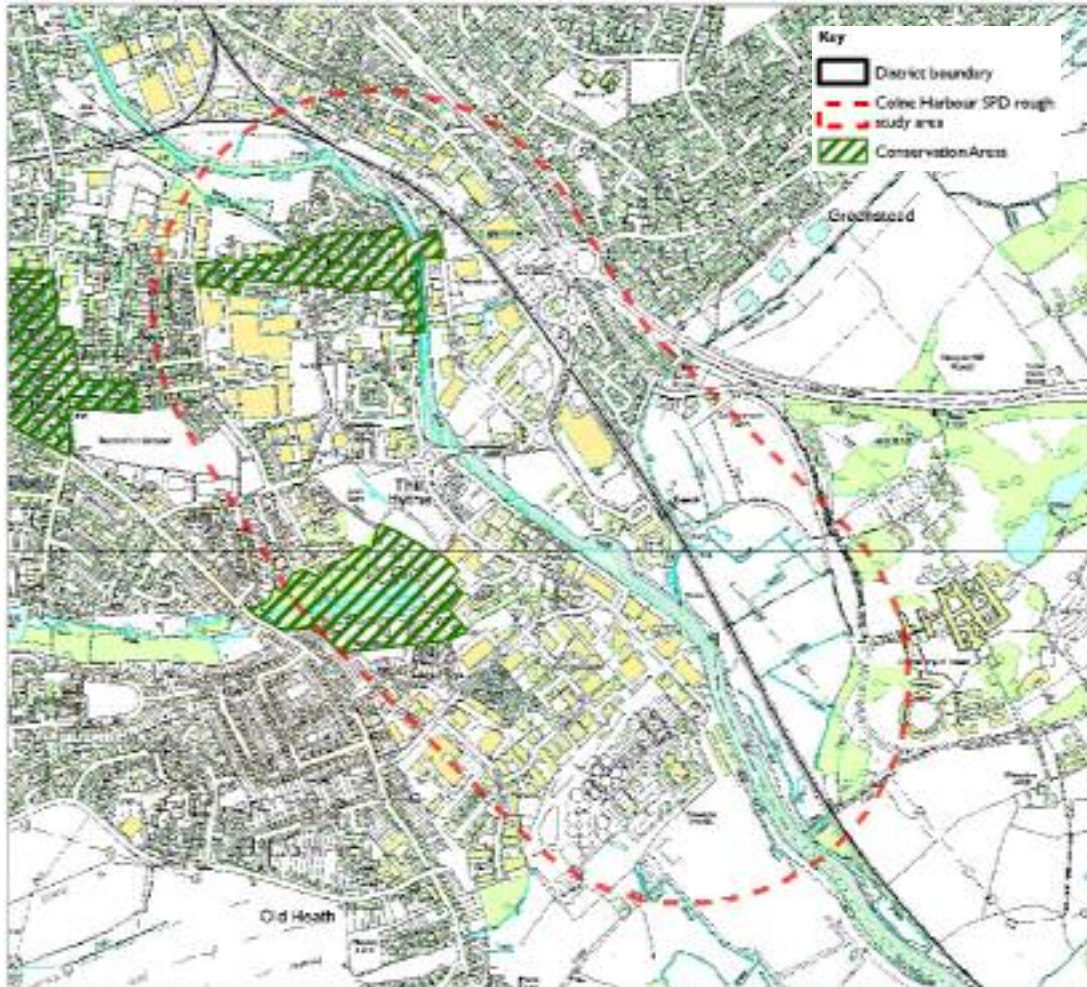
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<sup>42</sup> Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)

<sup>43</sup> Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)

<sup>44</sup> Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)





4.28. Crime in Colchester is relatively low<sup>45</sup>, however, recorded incidents are increasing at a rate of 6.2 per cent (significantly higher than the national average of 0.6%)<sup>46</sup> and local residents are concerned about safety.

**Key Social Issues**

4.29. **Table 4.6** sets out the key social issues should be addressed by the SEA/SA of the SPD and highlights the relevant framework of sustainability objectives:

**Table 4.6 Key Social Issues**

Key Issues	Sustainability Framework Objectives
Low levels of educational attainment and skills shortage linked to the labour market	4. To increase levels of educational attainment through the provision of opportunities for education and skills development
Poor levels of health, particularly limiting long-term illness in the	5. To increase the level of health and wellbeing of residents within Colne Harbour

<sup>45</sup> Colchester Strategic Plan 2004-2007, Colchester Borough Council (2004)

<sup>46</sup> Census 2001, National Statistics Office (2002)

wards of St Andrew's and Harbour.	to be more in line with Colchester as a whole
Shortfall in affordable housing and high proportion of council housing not meeting Government's decent housing standard	6. To provide an adequate affordable housing supply, with improvements in standards of living accommodation
High levels of traffic congestion and need to improve public transport service quality and connectivity of Colne Harbour	7. To reduce traffic congestion and improve accessibility through alternatives to the private car
Poor access to a range of community services including education, local shops, open space, leisure and recreational facilities.	8. To encourage mixed use redevelopment which reflects the needs of local communities, including improved accessibility to essential services and facilities
The quality of the local environment has declined and, although overall levels of crime in Colchester are low, perceived levels of crime and safety are important	9. To create a stronger sense of place and community identity with a high quality, safe living environment

## Environment

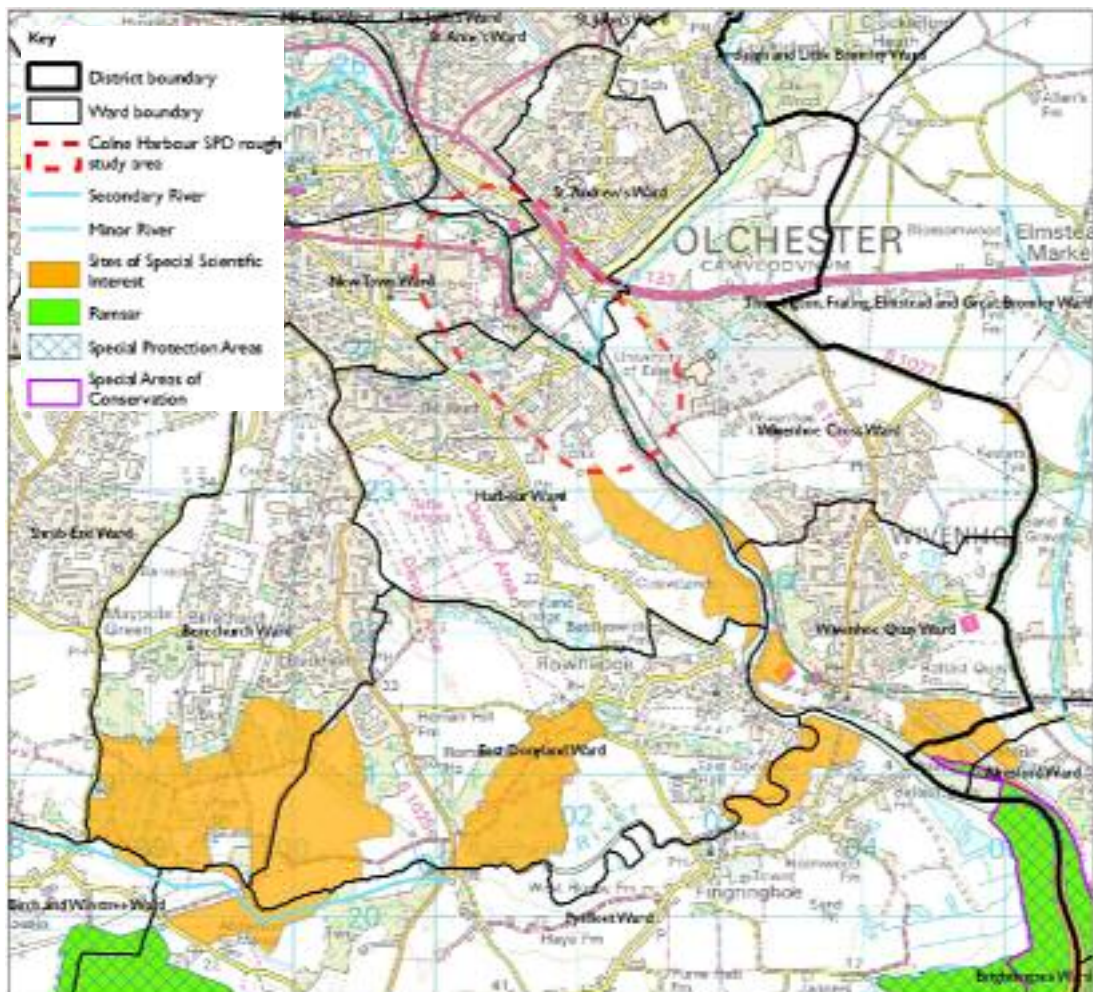
- 4.30. Pollution in Colchester is generally low, although there is evidence of some land contamination, as well as some localised air, water and noise pollution due to industrial activities<sup>47</sup> and traffic congestion. Deterioration in air quality has been recorded in the town centre predominately due to increased traffic congestion. Transport is the main source of climate changing pollution, and emissions from transport sources are predicted to increase significantly in the next 15 years<sup>48</sup>. This localised pollution, along with odours from industry or the sewage works, could potentially cause conflicts with neighbouring land uses, particularly for residential uses moving into the area.
- 4.31. Although there are no national nature designations within the study area, it remains environmentally sensitive. There are three local Sites of Importance for Nature Conservation (Salary Brook, Distillery Pond and University Sites) as well as the river environment. There also important habitats such as coastal grazing marsh, which is declining, ancient woodlands and traditional orchards as well as the Colne Estuary SSSI/SAC/SPA and Upper Colne Marshes SSSI further down stream. **Figure 4.5** shows the international and national nature conservation designations in the surrounding area and **Figure 4.6** shows the local nature conservation designations in and around the proposed SPD area. The some habitats in and around the study area are likely to support protected species such as common lizard and otters.

<sup>47</sup> Colne Harbour Maritime Heritage Study, 2005

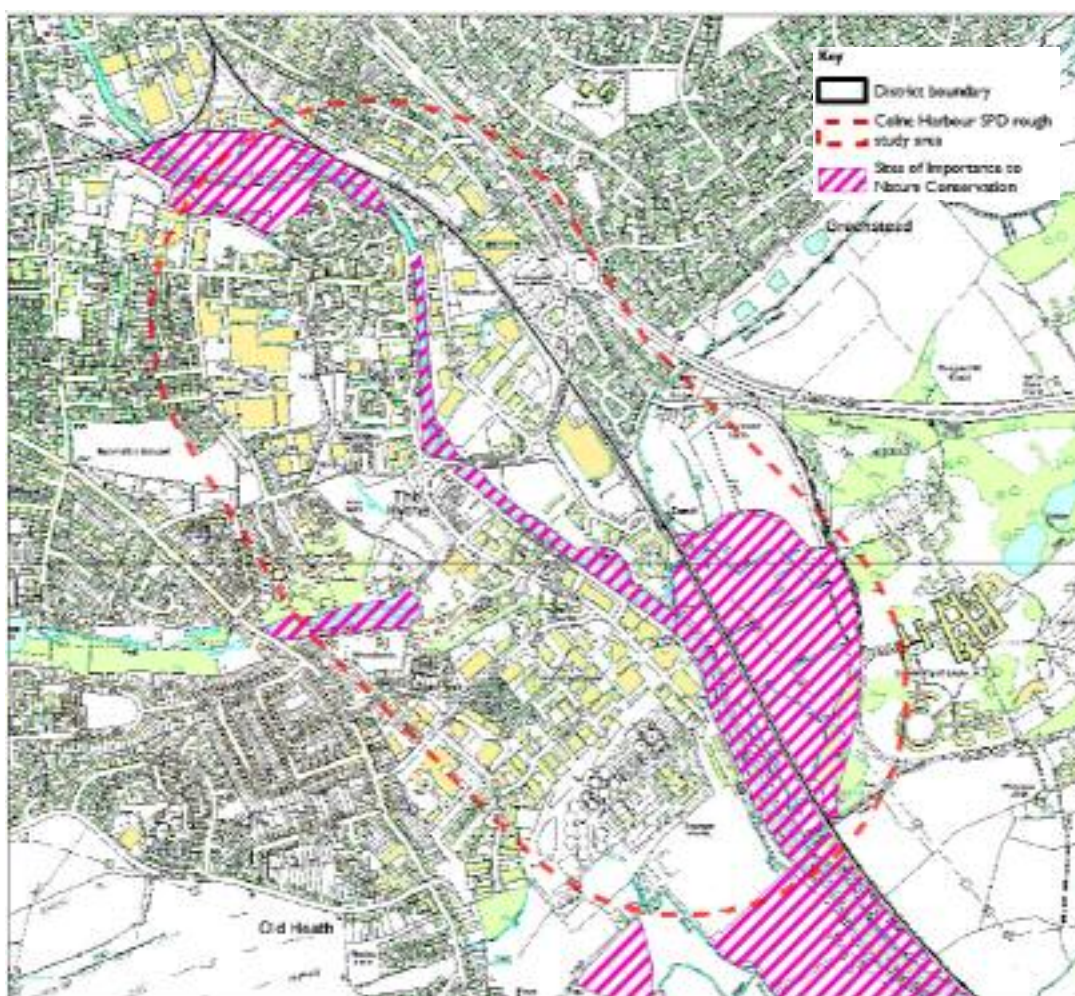
<sup>48</sup> Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)



Figure 4.5: International and National Nature Conservation Designations



**Figure 4.6: Local Nature Conservation Designations**



- 4.32. The river has generally very good chemical and biological qualities, although it has had high nitrate and very high phosphate concentrations in recent years leading to increased eutrophication<sup>49</sup>. The river is badly silted and in need of restoration in some places in Colne Harbour<sup>50</sup>.
- 4.33. Although no Strategic Flood Risk Assessment has been undertaken to determine how suitable land is in the borough for development in the future,<sup>51</sup> it is evident that significant stretches of the River are at risk of flooding. Although the existing Colne Barrier at Wivenhoe has significantly improved the level of tidal flood protection upstream<sup>52</sup>, a large proportion of the area covered by the SPD falls under Flood Risk Zone 3 (see **Figure 4.7**), constituting a high risk area<sup>53</sup> (include ref to PPG 25 as footnote) under PPG 25. The risk is heightened as increased hard-standing associated with development is leading to increased surface water run off and none of

<sup>49</sup> Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)

<sup>50</sup> Colne Harbour Maritime Heritage Study, 2005

<sup>51</sup> Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)

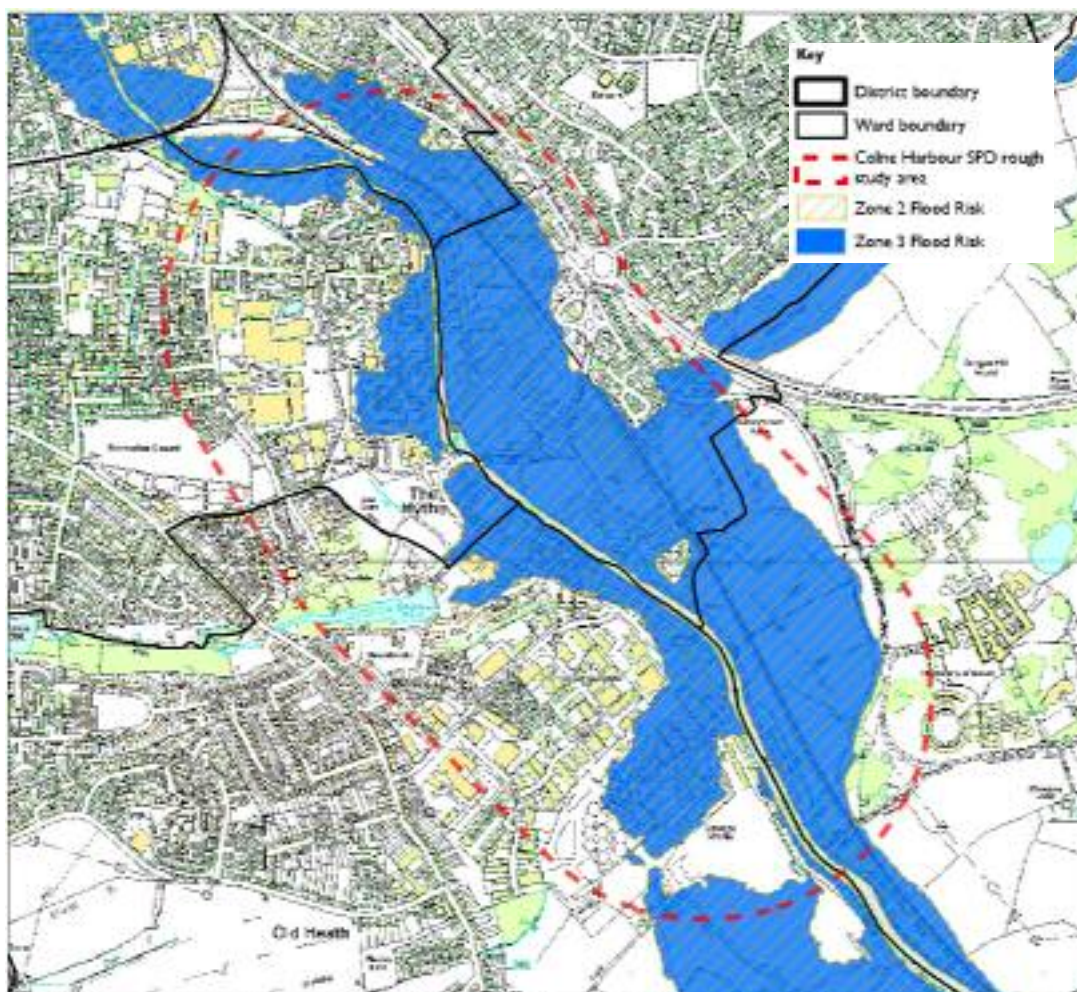
<sup>52</sup> Adopted Colchester Local Plan, Colchester Borough Council (2004)

<sup>53</sup> Planning Policy Guidance Note 25: Development and Flood Risk, ODP (2001)



the sea defences provide adequate protection for the 1 in 200 year flood in the borough.<sup>54</sup>

**Figure 4.7: Flood Risk Zone 3 in the SDP proposed area**



**Key Environmental Issues**

4.34. **Table 4.7** sets out the key environmental issues should be addressed by the SEA/SA of the SPD and highlights the relevant framework of sustainability objectives:

**Table 4.7 Key Environmental Issues**

Key Issues	Sustainability Framework Objectives
Although pollution levels are generally low, there is localised land contamination and air, water and noise pollution linked to industrial activities and traffic congestion.	10. To encourage prudent use of natural resources including improvements to local air, water and soil quality

<sup>54</sup> (Halcrow Report, Table 7).

Significant stretches of the river are at risk of flooding and increased hard-standing in the catchment is heightening the risk.	11. To reduce the effects of and develop a managed response to climate change, in particular to safeguard against flood risk
There are three local nature designations with the SPD area and several international and national designations in close proximity that offer a range of habitats, including salt marsh which is potentially sensitive to increased river activity.	12. To maintain and enhance biodiversity and landscape quality
The are important areas of built heritage including two conservation areas	13. To maintain and enhance architectural and historical character and quality

## STAKEHOLDER COMMENTS ON SCOPING

- 4.35. The review of relevant plans and programmes, the characterisation of Colne Harbour and the framework of sustainability objectives formed the Colne Harbour Master Plan SPD SA Scoping Report which underwent consultation with the statutory bodies<sup>55</sup> and other key stakeholders in November 2005. **Appendix I** provides a full audit of the consultation responses and implications for the SA. Presented in **Table 4.8** is a summary of the key points and recommendations for consideration arising from the consultation of the scoping report.

**Table 4.8 Key Scoping Consultation Responses**

Consultee	Comment	Implication for the SA / Actions
Environment Agency	Lack of baseline evidence in relating to biodiversity and flood risk	Recommend that a Phase I Habitat survey is undertaken  Recommend that a strategic flood risk assessment is undertaken
	Plans and Programmes not currently addressed:  EA Water Resource Strategy for the East of England  Draft RSS 14 – East of England Plan – (added)  Integrating Biodiversity into Development...realising the benefits	The East of England Plan – Draft RSS 14 was added to the plans and programmes reviewed.  The other plans and programmes were not considered at this stage.

<sup>55</sup> English Heritage, English Nature, Environment Agency, Countryside Agency

Consultee	Comment	Implication for the SA / Actions
	Greater emphasis should be placed on contaminated land issues.	Greater emphasis placed on contaminated land issues – this is highlighted through appraisal process
Advisory Team for Large Applications (ATLAS)	Data on personal transportation / travel-to-work patterns for residents would be of great use, in order to have a fuller picture of regular movement patterns in and around the area	Transportation section of the SPD informed by transport consultants appraised – presentation of additional information may be of use
	There is limited (if any) information and assessment of local air quality (e.g. AQ issues associated with traffic, or with the sewage treatment works), noise quality and safety (e.g. traffic) which then need to be reflected in potential improvements and targets.	Available air quality data is very technical and not specific to the Colne Harbour area. It is acknowledged that this is a key data gap and it is recommended that further work be undertaken to address this.
	The SEA Directive says that the Environmental Report should take into account the objectives and geographical scope of the plan' and should give 'outline of the reasons for selecting the alternatives dealt with'. There is no discussion about alternatives, which should be addressed.	Discussion on alternatives included in this report.
English Nature	It may be worth inserting something to the effect that any potential development identified in the SPD cannot be permitted unless due account has been taken of the appropriate level of protection afforded to such sites in Government policy (eg PPS9), Local Plan policies etc.	Reference to biodiversity commitments in SA conclusions
	Reference to species which benefit from legal protection is missing.	There is potential for protected species to be living in and around the study area – this has been acknowledged in the characterisation
	'Brownfield' sites, which occupy a significant part of the study area are known in many cases to harbour significant biodiversity features.	Potential of brownfield land to support significant biodiversity features acknowledged in the appraisal



## 5. EVOLUTION OF DRAFT SPD

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- 5.1. The Draft SPD has been developed through an iterative process, and, prior to this SA, has been tested against the framework of sustainability objectives at two previous stages by:
- Testing the SPD objectives
  - Appraising the Interim SPD
- 5.2. This section sets out how the SA process has helped to inform the development of the SPD as it has evolved. The findings from the test of the SPD objectives are presented before looking in more detail at the SA of the Interim SPD. The conclusions and recommendations from the appraisal of the Interim SPD are supported by discussion of how the current Draft SPD has taken them into consideration. Also included in this section is a discussion of alternatives considered, including the 'do nothing' option.

### TESTING THE SPD OBJECTIVES

- 5.3. The SA Guidance states that, 'it is important for the objectives of the SPD to be in accordance with sustainability principles. The objectives should be tested for compatibility with the SA objectives<sup>56</sup> (the sustainability framework objectives). This provides an opportunity to test the SPD objectives for compatibility with the framework of sustainability objectives and to make sure that the SPD objectives are consistent with each other from the outset. The SA Guidance recognises that this 'will help in refining the SPD objectives as well as in identifying options'. Developing and testing options is an integral part of an effective SA process.
- 5.4. The SPD interim report identified 13 'project objectives' that were agreed with key project representatives and stakeholders. These have remained largely unchanged as the Draft SPD has been developed. Of the SPD objectives, six are outcome or 'product' orientated and are appropriate for assessment, see **Table 5.1**:
- N. Create a clear identity for Colne Harbour establishing the area as a distinctive part of Colchester
  - O. Ensure ready access to good quality open spaces
  - P. Maximise opportunities for biodiversity and habitat creation
  - Q. Promote Colne Harbour as a location for research, development and business excellence
  - R. Identify opportunities where necessary social infrastructure can be brought forward including education, employment and affordable housing
  - S. Identify a balanced raft of transport measures to effect modal shift and maximise pedestrian and cycle accessibility

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<sup>56</sup> Paragraph 4.3.4 - Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, ODPM (2005)

- 5.5. The remaining seven objectives are more process orientated and are therefore not been appraised:
- T. Review and critically assess work to date in Colne Harbour in connection with the adopted Design Framework.
  - U. Engage stakeholders and the community in shaping a future for Colne Harbour
  - V. Provide a clear delivery strategy and identify the roles and responsibilities of public and private sector stakeholders
  - W. Devise mechanisms for raising design quality and celebrating Colne Harbour's heritage
  - X. Identify funding, land remediation and infrastructure priorities
  - Y. Establish a robust development framework within which a balanced and mixed use sustainable community for the Hythe and Colne Harbour can be encouraged
  - Z. Devise a management strategy for the River Colne and its frontages

**Table 5.1 Testing the SPD Objectives**

Colne Harbour SA Framework	SPD Objectives					
	A	B	C	D	E	F
1. To reduce economic disadvantage by improving access to a wider range of employment opportunities	+	0	0	+	++	+
2. To encourage regeneration which improves the diversity of the local economy, including inward investment in tertiary industries	+	0	0	+	++	+
3. To improve the supply of flexible, low cost business accommodation	0	0	0	0/+	+/?	0
4. To increase levels of educational attainment through the provision of opportunities for education and skills development	0	0	0	+	+	0
5. To increase the level of health and wellbeing of residents within Colne Harbour to be more in line with Colchester as a whole	+	+	+	0	+/?	+
6. To provide an adequate affordable housing supply, with improvements in standards of living accommodation	0	0	0	0	++	0
7. To reduce traffic congestion and improve accessibility through alternatives to the private car	0	0	0	0	0	+
8. To encourage mixed use redevelopment which reflects the needs of local communities, on including improved accessibility to essential services and facilities	0	+	0	0	+	+
9. To create a stronger sense of place and community identity with a high quality, safe living environment	++	+	0	0	0	0
10. To encourage prudent use of natural resources including	0	+	+	0	0/-	+



Colne Harbour SA Framework	SPD Objectives					
	A	B	C	D	E	F
improvements to local air, water and soil quality						
T1. To reduce the effects of and develop a managed response to climate change, in particular to safeguard against flood risk	0	0	0	0	0	+/?
T2. To maintain and enhance biodiversity and landscape quality	0	+	++	0	0/-	0
T3. To maintain and enhance architectural and historical character and quality	+	+	0	0	0	0

### Assumptions and Limitations of SPD objectives

- 5.6. The SPD objectives are aspirational in terms of sustainable development. This is recognised and reflected in the appraisal, which takes the objectives in ‘good faith’ and therefore objectives often score well against Sustainability framework objectives.
- 5.7. In addition, the strategic nature of the SPD objectives requires some specific assumptions to be made, including:
- SPD Objective A - It is assumed that the ‘identity’ to be created is a positive one that is conducive to attracting employment and investment, attractive to residents and promotes a safe, high quality environment. Those parts of Colne which already have a strong character and heritage will be retained.
  - SPD Objective B – It is assumed that the existing and historic network of green space is retained and green space is integral to the redevelopment mix.

### Synergies between SA Framework Objectives and SPD Objectives

- 5.8. Several of the SPD objectives contribute to delivering the sustainability objectives, in particular and as might be expected, those sustainability objectives that focus on economic regeneration. Some of the SPD objectives are designed to address specific issues and therefore perform particularly well against certain sustainability objectives, such as SPD objective C. ‘maximise opportunities for biodiversity and habitat creation’. Taken together, the SPD objectives make positive contributions to the complete framework of sustainability objectives, with each SPD objective incorporating a number of issues that need to be addressed to ensure the SPD results in sustainable outcomes.

### Economy

- The SPD objectives contribute to meeting the economy based Sustainability framework objectives. The SPD objectives combine particularly well to encourage regeneration which improves the diversity of the local economy (sustainability framework objective 2), in turn providing better access to a wider range of employment opportunities (sustainability framework objective 1).

- Due to its wide appeal, SPD objective E prioritises the provision of employment and education, helping to deliver SA framework objectives 1, 2, and 4.

### **Social**

- A number of the SPD objectives help to contribute indirectly to increasing the level of health and wellbeing of local residents (sustainability framework objective 5), although this is not a specific SPD objective. Creating a clear, well designed identity that celebrates Colne's heritage will improve the way residents feel about their surroundings and greater opportunities to walk, cycle and utilise open space will encourage exercise.
- Creating a clear well designed identity that improves the public realm along circulation routes will also contribute to establishing a strong sense of place with a high quality living environment (sustainability framework objective 9).
- SPD objective F directly links to reducing traffic congestion and improving accessibility through alternatives to the private car (sustainability framework objective 7). This could also be supported through raising design quality (SPD objective 5) and identifying early infrastructure wins (SPD objective 6).
- The SPD objectives contribute to broadly meeting sustainability framework objective 8, with SPD objectives B and D highlighting the need for open space provision and the key needs of education, employment and affordable housing. SPD objective F should also help to improve accessibility in the Colne Harbour area. There is, however, no indication of how other essential services, such as health facilities, will be provided.

### **Environment**

- Improving transport measures and encouraging pedestrian and cycle accessibility (SPD objective F) will contribute to reducing localised air pollution (sustainability framework objective 10) by reducing car use. A reduction in private car journeys will also reduce fuel consumption and greenhouse gas emissions helping to achieve sustainability framework objective 11 'managing climate change'. Land remediation will also help to meet Sustainability framework objective 10.
- SPD objective C contributes directly to meeting sustainability framework objective 12 in recognising the need to enhance and maintain biodiversity.

### **Inconsistencies and Uncertainties between SA Framework Objectives and SPD Objectives**

- 5.9. Although there are no direct inconsistencies between the SPD objectives and the sustainability objectives, there are a number of areas where tension may occur. This however, depends on how the SPD objectives are interpreted when they are translated into policy and ultimately how the SPD is implemented.

### **Economy**

- The SPD objectives are broadly consistent with the economic Sustainability framework objectives, and increasing employment opportunities implies greater business premises provision. Less clear, however, is how new business premises will be made affordable (sustainability framework objective 3) given the potentially high land remediation cost of some sites.

### **Social**

- There are no social inconsistencies

### **Environment**

- There is potential for conflict between the need to deliver new housing, business accommodation and transport infrastructure with the need to provide open space, opportunities for increasing biodiversity, protecting the wider environment and retaining the historic character as well as providing community facilities.
- Development will inevitably lead to increased consumption of natural resources, in terms of materials use, essential service provision (energy and water) and increased vehicular movement, which is highly likely to be in conflict with need to **reduce** greenhouse gas emissions. This is also a consideration during construction phases, which may lead to localised air and water pollution.

## **CONSIDERATION OF ALTERNATIVES**

- 5.10. The policy framework for Colne Harbour is set by the existing Local Plan. An updated policy framework to be provided by the new Local Development Framework process is still some way in the future. The SPD cannot introduce new policy and is, therefore, constrained in this regard. Broad regeneration objectives for the SPD exercise have been based upon plans and documents that have themselves been the subject of extensive public consultation.
- 5.11. The existing Colne Harbour Design Framework has been an effective tool and has secured considerable regeneration in the area. The SPD aims to provide an additional level of guidance and an enhanced mechanism for securing funding across a broader range of essential regeneration projects. It is recognised that regeneration was proceeding on a site by site basis that was not optimising the opportunities to secure area-wide infrastructure improvements (eg. public realm investment).
- 5.12. The consultant team<sup>57</sup> have focused on two basic “high level” options:
- continuing the regeneration of Colne Harbour within the existing policy framework; or
  - using the new SPD to lift the regeneration of the area to a new level, with particular emphasis on securing new public realm investment.

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<sup>57</sup> David Lock Associates commissioned by Colchester Borough Council and Essex County Council in partnership with land owners and the Colchester Renaissance Partnership.

- 5.13. The stakeholder workshops held earlier in the process confirmed strong support for the latter approach. The consultant team have, therefore, explored the subtle choices and alternatives within this more ambitious regeneration policy framework. These include:
- density ranges on other key sites
- 5.14. The broad range of options considered is in compliance with the Urban Place Supplement of 50 to 75 dph. Within that broad range the specific choices depend on what type of place is being created, its location (ie. waterfront location) and the need to generate sufficient development value to make development viable on sites that have very significant remediation costs.
- land use mix
- 5.15. The general presumption is for mixed use across the whole area in accordance with government policy and good regeneration practice. Again, the overall level of employment is controlled by existing policy guidelines that the SPD cannot change.
- locational choices for family housing
- 5.16. The consultant team have generally sought to introduce an element of family housing on all sites. The most difficult area to achieve this is King Edward Key North where high intensity of uses are being sought to meet urban design and value generation objectives.
- transportation strategy
- 5.17. The transportation choices range between attempting to cater for demand using a conventional analysis of demand and one that gives greater weight to regeneration objectives. There is a deliberate choice made that does not seek to address the wider transportation issues facing Colchester within Colne Harbour. In addition, the methodology outlined ensures that developers of later development sites are treated fairly in terms of their infrastructure contributions.
- 5.18. Interpretation of these parameters across a broad range of sites generates development capacity ranges and choices for each site. In order to facilitate regeneration the SPD sets out guiding development principles that allow flexibility in the final development mix and format for certain schemes. Some flexibility is essential for these sites and projects that have been difficult to develop because of high abnormal development costs.
- 5.19. The consultant team considers that the SPD does not, and should not, attempt to provide absolute certainty on the future development mix on all sites. To do that would hinder regeneration and potentially stifle innovative solutions.
- 5.20. Whilst it will be important not to stifle regeneration, this approach does, however, leave considerable uncertainty in relation to the likely sustainability outcomes of encouraging regeneration in Colne Harbour. A more thorough and transparent consideration of options throughout the preparation of the Draft SPD would have

allowed likely sustainability effects to be compared leading to the production of a more sustainable overall strategy and implementation plan for the area.

## SA OF THE INTERIM SPD

5.21. The SA of the Interim SPD and the SA of the Draft SPD used the framework of sustainability objectives to test the three key elements of the master plan:

- Specific development sites, focusing on King Edward Quay and incorporating Haven road
- The Public Realm, and
- Transport and accessibility issues

5.22. The appraisal matrix in **Appendix 4** shows how the Interim SPD performs against the framework of sustainability objectives. The SPD generally performs well against the framework of sustainability objectives, however, uncertainty over a number of elements of the master plan make the overall outcome difficult to predict and hinder maximising opportunities for promoting sustainable development. As a result, the SA of the Interim SPD set out a number of recommendations. **Table 5.2** sets out these recommendations and highlights how the Draft SPD has responded to these comments. **Section 6** provides more information on the full Appraisal of the Draft SPD and **Appendix 5** shows the appraisal matrix of the Draft SPD.

**Table 5.2 Summary of SA of the Interim SPD Recommendations**

Interim SPD SA Conclusions and Recommendations	Consideration in Draft SPD
<b>Overarching conclusions</b>	
Further consideration needs to be given to the type of community(s) development will cater for and wishes to foster	<i>Emphasis remains on attracting inward investment, with high density residential development facilitating common benefits and making businesses more viable. There is still little discussion of how this links with the needs of the current community.</i>
The time-scale and phasing of development has not been clearly defined, making an assessment of 'early wins' difficult	<i>The timescale and phasing of development is still unclear, although there is emphasis on using development at King Edward Quay North to trigger the process of renewal. The SPD objective to 'Identify funding, land remediation and infrastructure priorities, including targeted 'early wins' has been changed to 'Identify funding, land remediation and infrastructure priorities'.</i>
The report does not incorporate opportunities for biodiversity and habitat protection or creation and consideration should be given to this	<i>Opportunities for incorporating biodiversity enhancement and habitat creation has been highlighted in relation to the Haven Road West site. There is also greater emphasis on the importance of the Green Link. Potential to 'maximise opportunities for biodiversity and habitat creation' (SPD objective C) is less clear. Without a clear understanding of the biodiversity and habitat baseline it is difficult to assess the impact of the proposed developments on biodiversity.</i>

Although the report is clear in its aim of maximising pedestrian and cycle accessibility, it is less clear as to how each site / group of sites might contribute to this.	<i>Discussion in chapter 4 on the 'Public Realm' provides greater detail on the sites that make up the open space network connect, this provides better context on the opportunities for pedestrians and cyclists.</i>
<i>Sustainability Framework Objective Conclusions</i>	
There is little discussion on the effect of increased supply of business accommodation on cost to completely fulfil sustainability framework objective 3.	<i>The SPD continues to promote the inclusion of a range of business facilities and encourages mixed used development where viable. The Draft SPD appears to be less limiting in discussion of the appropriate mixes of development on a number of sites, in particular on the Coldock site. There is still little discussion, however, of how affordable these premises will be.</i>
There is potential for a new primary school on the B&W Paxman site, however there is little discussion of how wider education and skills development might be delivered through the SPD ( <b>sustainability framework objective 4</b> ), even though this features within one of the SPD objectives. The SPD may not, however, be the most appropriate mechanism for delivering this objective.	<i>The Draft SPD continues to highlight the B&amp;W site as having potential for a primary school, however there is still uncertainty as to the viability of a school on this location and whether this SPD is the appropriate mechanism to deliver education and skills development.</i>
Targets for the amount of different types of affordable housing are needed to address sustainability framework objective 6 'provide an adequate affordable housing supply'. provide an adequate affordable housing supply'. These should at least meet the Local Plan target of 25% social housing with a more detailed explanation of the type of affordable housing to be sought.	<i>Affordable housing remains highlighted as an important aspect of redevelopment, however, provision needs to be balanced against viably providing other common assets. Affordable housing provision has been incorporated into the Draft SPD on the Haven Road West. Whether affordable housing can be delivered on this site is however questionable, as redevelopment of the site would require high remediation cost; the main reason cited for not using the site for residential development in the Interim SPD. 25% social housing provision, reflecting the Colchester Borough Council development briefs for the sites, has also been suggested for the B&amp;W site and the Transco site.</i>
Additional open space and a 'kickabout' facility on Haven Road West site will help to address the limited provision of leisure and recreation facilities, however the desired increase in residential population will strain existing facilities further.	<i>Open space provision remains a key element of the Draft SPD and there is provision for a community hall on the King Edward Quay North site. This is seen as sufficient to 'address the identified need for additional facilities within the area'. There is however an existing shortage of facilities and a greater residential population is likely to put further pressure on the existing provision. There is no consideration of health facilities, desired by the local community.</i>
Further information could be provided as to how the impact of development on natural resources could be minimised such as, for example, utilising sustainable design/construction techniques, water efficiency measures.	<i>There is no discussion as to how the impact on natural resource consumption can be reduced or mitigated.</i>
Alongside a reduction in car space allowances, policies of the SPD might consider how the overall strategy can better reduce the need to travel and mechanisms to encourage improvements to non-car modes e.g.	<i>The Draft SPD introduces a method of transport assessment that takes a standard approach for the area as a whole, making it difficult for developers to play down the traffic implications of their development. The assessment seeks no net gain in trip generation, suggesting</i>

commuted payments, travel plans.	<i>that where a new use for a site is likely to result in a net gain in trips then the excess should be transferred to sustainable modes of transport, removed from the network or mitigated for through improvements to the highway that will reduce congestion. The car parking allowance appears unchanged.</i>
More information on how contaminated land issues and risk of contamination might be mitigated, perhaps through Sustainable Urban Drainage Systems, would be useful.	<i>There is no discussion as to how pollution generated through construction and development might be reduced and mitigated, although it is highlighted as a main constraint to development in the SPD.</i>
As a large proportion of the SPD area is in Flood Risk Zone 3, it is particularly important to include efforts to reduce and mitigate the flood risk.	<i>There is no discussion as to how flood risk might be reduced and mitigated, although it is highlighted as a main constraint to development in the SPD.</i>
Before undertaking any development, a Phase I habitat survey should be carried out so the implications of development on biodiversity in Colne Harbour and further down stream to the protected areas can be fully assessed.	<i>Although there is greater emphasis on biodiversity enhancement and habitat creation in the draft SPD, there is still a need to understand the current baseline situation before assessment of the implications for biodiversity can be assessed.</i>





## 6. APPRAISAL OF DRAFT SPD

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- 6.1. The SA of the Draft SPD again used the framework of sustainability objectives to test the three key elements:
- Specific development sites, focusing on King Edward Quay and incorporating Haven road
  - The Public Realm, and
  - Transport and accessibility issues

- 6.2. The appraisal matrix in **Appendix 5** shows how the Draft SDP performs against the framework of sustainability objectives. Below are the overarching conclusions and the conclusions relating to specific sustainability framework objectives. The appraisal has taken into account changes made since the Interim SPD was produced.

### Overarching Conclusions

- 6.3. The Draft SPD presents a broad framework for regeneration in Colne Harbour that largely performs well against the range of sustainability framework objectives, although a number of uncertainties remain. This is mainly due to the nature of the SPD in that it provides general guidance only, rather than a strategy or implementation plan for the area.
- 6.4. The aspirational SPD objectives are particularly considerate of the needs of the area, reflecting the evidence base gathered in the SA scoping report. Less clear, however, is how the complete range of SPD objectives, and in turn the Sustainability framework objectives, have been incorporated and met through the Key Elements of the Master Plan.
- 6.5. Areas where there is particular uncertainty include:
- Identifying opportunities for affordable housing and business premises as well as providing education and employment that reflect the needs of local residents. The current emphasis is on attracting inward investment, with high density residential development facilitating common benefits and making businesses more viable. There is little discussion of how this links with the needs of the current community.
  - The scope and impact of the management strategy for the River Colne and its frontages. This potentially provides an opportunity to demonstrate how development aspirations can be balanced with ecological protection and reduction/mitigation of climate change impacts, particularly flooding.
  - The time-scale and phasing of development has not been clearly defined, making an assessment of effects over the lifespan of the SPD difficult. For example, it is not entirely clear what the priorities for funding and infrastructure are and when these are likely to take place.

- Although the SPD incorporates some proposals to enhance biodiversity, without a clear understanding of the biodiversity and habitats outside designated sites it is difficult to assess the full impact of development on biodiversity. This will help to ensure that Colchester Borough Council meets the requirements of policy guidance contained in Planning Policy Statement 9.

### **Sustainability Framework Objective Conclusions**

- 6.6. Significant sustainability effects have been recorded in relation to two SA objectives as a result of key principles for development sites. These are:

#### ***Significant positive effect***

Sustainability Objective 4: To encourage regeneration which improves the diversity of the local economy, including inward investment in tertiary industries.

#### ***Significant negative effect***

Sustainability Objective 11: To reduce the effects of and develop a managed response to climate change, in particular to safeguard against flood risk.

- 6.7. The outcomes of the appraisal of the Draft SPD are discussed in more detail below under economic, social and environmental objectives. Measures to mitigate significant negative effects and maximise benefits are also included in relation to SA objectives 4 and 11.

#### ***Economic***

- 6.8. The SA scoping report highlighted that relatively low levels of economic activity, employment levels and income contribute to high levels of deprivation in and around the Colne Harbour area. Employment is also becoming increasingly polarised, with a small number of large employers based on the declining manufacturing and distribution sectors. The Draft SPD supports improving the diversity of and access to wider employment opportunities (Sustainability framework objectives 1 and 2) by incorporating smaller retail units into the master plan. A lack of small retail outlets, including shops and restaurants have been cited by local stakeholders as a key factor behind the lack of local jobs<sup>58</sup>.
- 6.9. Finding suitable and affordable business accommodation for new businesses limits the success of business start-ups and a shortage of grow-on space restricts business growth in Colchester. The Draft SPD continues to promote the inclusion of a range of business facilities and encourages mixed used development where viable. It appears to be less limiting in discussion of the appropriate mixes of development on a number of sites, in particular on the Coldock site.

#### ***Mitigation and maximising benefits***

- There should be more consideration of how affordable business premises can be made available for business start-ups and expansion.

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<sup>58</sup> Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)

## **Social**

- 6.10. There is potential for a new primary school on the B&W Paxman site, however there is little discussion of how wider education and skills development might be delivered through the SPD (sustainability framework objective 4), even though this features within one of the SPD objectives. The Colne area has relatively low educational attainment (academic and vocational) and there is particular employer dissatisfaction with employee skills in Colchester than the rest of Essex. The SPD may not, however, be the most appropriate mechanism for delivering this objective, in which case should it feature as an objective?
- 6.11. Poor health in the Colne area is also relatively high, restricting people's ability to work. Increases in health and wellbeing benefits (sustainability framework objective 5), will mainly be derived indirectly through improvements to the public realm, better access to open space and better opportunities to walk and cycle. There is, however, no discussion on the provision of wider health care facilities, a long term local desire, although this might be beyond the scope of the SPD.
- 6.12. The Draft SPD focuses heavily on improving pedestrian and cycle routes and enhancing the public realm to make sustainable transport more desirable, helping to reduce congestion problems and achieve sustainability framework objective 7. However, these positive proposals need to be weighed against a suggested maximum average of 1.5 cars per dwelling and operational parking which does not work towards 'effect a modal shift' in transport measures as required by SPD objective F, and is likely to increase, rather than reduce, greenhouse gas and congestion.
- 6.13. Better circulation around Colne will help to improve access to essential services and facilities (sustainability framework objective 8); however, the provision of these services and facilities within Colne Harbour remains uncertain. Desire for a primary school is acknowledged with potential provision on the B&W Paxman site, although development may not be economically viable, and there is provision for a community hall on the King Edward Quay North site. Additional open space and a 'kickabout' facility on Haven Road West site will help to address the limited provision of leisure and recreation facilities, however the desired increase in residential population will strain existing facilities further. There is no inclusion of other desired facilities such as a health clinic.
- 6.14. Emphasising the need to 'ensure that a consistent approach is taken and that site specific proposals fit with an overall strategy' supports sustainability framework objective 9, in creating a strong sense of place. Improvements to the public realm will also contribute to creating a high quality, safe living environment and recognises the need to maintain and enhance important local heritage (sustainability framework objective 13).

## **Mitigation and maximising benefits**

- No specific measures are recommended, although further consideration could be given to improving access to a wider range of services and facilities.

## **Environment**

- 6.15. The SPD will have mixed implications for sustainability framework objective 10, encouraging prudent use of natural resources. Development, and the subsequent increase in local residents and businesses will consume natural resources in the form of materials, water and energy.
- 6.16. Improved access and circulation should help to reduce localised air pollution though congestion, although provision of 1.5 car parking spaces per dwelling would indicate greater vehicular movement, fuel consumption and a continued trend of increased greenhouse gas emissions. There is little evidence that SPD objective 11 - to effect a modal shift - could be realised with such a policy. Although 1.5 spaces per dwelling is in line with maximum standards set out in PPG 13<sup>59</sup> and guidance at the County level<sup>60</sup>, in such as heavily congested area with potential for improve public transport access, pursuing the maximum would seem to be a missed opportunity to begin to contain predicted trends of increased car use in the Borough.
- 6.17. During construction there will be a need for land remediation on a number of sites, which will improve the quality of currently contaminated soil, but is expensive and potentially requires mass movement. There is also a potential risk of contamination of watercourses, particularly in reconstructing the harbour walls and due to increased run off.
- 6.18. There is a need to better understand the current baseline in relation to biodiversity outside designated areas, including brownfield sites.

## **Mitigation and maximising benefits**

- Further information could be provided as to how the impact of development on natural resources could be minimised such as, for example, utilising sustainable design/construction techniques, water efficiency measures.
- Alongside a reduction in car space allowances, there needs to be consideration of how the overall strategy can better reduce the need to travel and mechanisms to encourage improvements to non-car modes e.g. commuted payments, travel plans. The extent to which a modal shift can be realised is highly dependent on policies and mechanisms outside the SPD, at local, county, regional and national levels.
- Further information is required to understand how development would 'reduce the effects of, and develop a managed response to climate change' (sustainability framework objective 11). As a large proportion of the SPD area is in Flood Risk Zone 3, it is particularly important to include efforts to reduce and mitigate the flood risk.
- More information on how this might potential effects of water quality might be mitigated, perhaps through Sustainable Urban Drainage Systems, would be useful.

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<sup>59</sup> Planning Policy Guidance Note 13: Transport (ODPM, March 2001)

<sup>60</sup> Vehicle Parking Standards (Essex Planning Officers Association, August 2001)

- Before undertaking any development, a Phase I habitat survey should be carried out so the implications of development on biodiversity in Colne Harbour and further down stream to the protected areas can be fully assessed.

## PROPOSED MEASURES TO MONITOR SIGNIFICANT EFFECTS

- 6.19. Article 10(1) of the SEA Directive requires significant effects of the plan to be monitored to identify unforeseen adverse effects and to be able to undertake appropriate remedial action.
- 6.20. Although the appraisal established that significant effects were likely against only two SA objectives, monitoring change will be important given the uncertainties of the type and extent of development that will come forward in Colne Harbour and when this is likely to happen.
- 6.21. Monitoring proposals for significant effects in **Table 6.1** bring together relevant SA objectives, baseline indicators and targets to monitor significant sustainability effects over the lifespan of the Plan (although there are also uncertainties in relation to the timescale of implementation). Monitoring of the Plan should be incorporated into Colchester Borough Council's monitoring proposals for the Local Development Framework. As such, any relevant indicators or sources of baseline information from the Council's Annual Monitoring Report and ongoing Sustainability Appraisal of the Core Strategy have also been referred to.

**Table 6.1: Monitoring proposals**

What needs to be monitored?	What sort of information is required?	Suggested indicators	Where can the information be obtained?
To encourage regeneration which improves the diversity of the local economy, including inward investment in tertiary industries	Information to demonstrate the diversity of economic activity in Colne harbour	Amount of floor space developed for different employment types Number of new businesses p/a No. of VAT registered businesses	Colchester Borough Council planning department and economic development unit Indices of Multiple Deprivation, 2004, Employment Domain
To reduce the effects of and develop a managed response to climate change, in particular to safeguard against flood risk	Information to demonstrate the contributions to and the changing effects of climate change	Frequency of flood events Numbers of people and properties affected by flood events Development in areas at risk of flooding Area classified as flood risk zones 2 and 3 UK greenhouse gas	Colchester Borough Council Environment Agency Defra statistics

		emissions	
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6.22. Due to the nature of the draft SPD, a number of uncertain effects remain. In the first instance, we would recommend that efforts are made to reduce these uncertainties through measures identified under mitigation and maximising benefits (paragraphs 6.9, 6.14 and 6.18) to refine certain elements of the guidance referred to in the draft SPD e.g. development of a river frontage management strategy. In addition, monitoring of the topics listed below would help to give a better indication of the extent to which change in Colne Harbour is sustainable and meets the needs of the local population.

- Provision of low cost business accommodation
- Levels of education and skills attainment
- Provision of affordable housing
- The extent to which new development is mixed use providing improved access to local services and facilities
- The condition and use of natural resources e.g. air and water quality, recycling rates
- The extent and quality of biodiversity
- Loss or damage to historic land and buildings

6.23. **Appendix 3** provides a summary of baseline information, indicators and targets that will be useful in monitoring these effects.

