

APPENDIX I: Consultation Responses

APPENDIX I. CONSULTATION RESPONSES

Stage	Date	Body	Comments	Implications for the SA / Actions
Scoping (Pre formal consultation)	18/10/05	English Heritage (Eric Martin)	No major comments at this time. No SAMs within the boundary, although there is one to the west. There is also an ancient tramline running through the site, although this is not scheduled and they would expect ECC archaeology to pick it up.	
	17/10/05	English Nature (Chris Gibson)	The key issues are: 1. ensuring no adverse effect upon the nationally and internationally important Colne Estuary SSSI, SPA, SAC and Ramsar site downstream, directly or indirectly 2. ensuring no adverse effect upon the Upper Colne Marshes SSSI, directly or indirectly 3. ensuring that appropriate consideration and protection is given to all county wildlife sites which may be affected, including the Moors at the Hythe, and the University Marshes 4. Ensuring that all legally protected and BAP species and habitats are given due consideration 5. Whatever positive measures that are desirable and possible to enhance any of the above wildlife areas (including the provision of green corridors between them) are incorporated into the guidance.	
	17/10/05	Environment Agency (Martin Barrell)	In general, key issues for us will be flood risk, water quality, contaminated land, biodiversity and resource efficiency. Our issues of concern increase in magnitude if works to the river, such as a barrier are proposed. As for information we hold, there is the Flood Zone Map that shows flood zones 2 and 3 as defined in PPG25. Colchester BC	

		<p>have a copy of this on CD, the latest update was sent out at the start of this month and includes the Historic Flood Map. Alternatively, the Flood Map is available on our website (www.environment-agency.gov.uk), although this is not as user friendly. Additionally, we can provide levels for a 1:200 year flood.</p> <p>Water Quality information is also available on the website, under water quality and then general river quality. Click on 'What's in your backyard' (or type www.environment-agency.gov.uk/maps), to view results for the Colne. A summary of water quality info for Colchester and Essex is available via the Anglian Region pages, in the 'State of the environment' section.</p> <p>Obviously there are a number of designated sites in the area, including the grazing marshes county wildlife site, the Upper Colne Marshes SSSI and the Colne Estuary Ramsar/SAC.</p> <p>We are currently producing 2 documents that could provide useful information. The Colne and Estuary Flood Management Strategy will shortly be reporting back on preferred options, and so may be contribute to the SA. It will identify the most sustainable flood management strategy for the estuary for the next 50 years, having considered socio-economic, environmental and hydrodynamic factors.</p> <p>The North Essex Catchment Flood Management Plan (CFMP) is currently at the scoping stage and is time tabled for completion in July 2006. CFMPs are high level strategic plans which consider changes in fluvial flood risk over 50-100 years, and set future policies for managing this risk. Again, it may be that some information is available to inform this SA.</p> <p>The previous document includes reference to a barrier across the Colne. There are a number of issues of Agency concern associated with this (Drainage, Water Quality and Biodiversity) which we would want to discuss in more detail. Depending on the proposals for the river, it may be necessary</p>	
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			it have a discussion involving the individual functions.	
	18/10/05	Environment Agency (Martin Barrell)	<p>We would follow the guidance in PPG25, including the demonstration of compliance with the sequential test in paragraph 30 (although this may be better assessed as part of the core strategy where other options can be considered). Although the area is shown to be at risk of flooding, I understand that it is protected by the Colne Barrier. However, a Flood Risk Assessment should demonstrate this and consider the residual risk (defences failing etc), and the surface water drainage of the site. Our Development Control team can comment in more detail on this.</p> <p>Regarding enviro designations, the current Colchester BC Local Plan Proposals Map shows all the conservation designations. Alternatively these are on the English Nature web site, or probably available from their offices.</p>	
	20/10/05	Graham King (Countryside Agency)	I am very short staffed at the moment - indeed I don't have anyone at all! - and am afraid that I cannot commit to this. I will respond at the 'statutory' time, but am simply not able to be involved earlier	
Consultation	21/12/05	Martin Barrell (Environment Agency)	<p>Considering the Review of Relevant Plans, Programmes and Policy Objectives, and Table 3.1, our national water resources strategy has been highlighted, but there is also a regional strategy for the East of England. An executive summary can be viewed at the water resources section of our website (www.environment-agency.gov.uk), or the document can be obtained from our regional office (01733 371811).</p> <p>Also at the regional level, no reference has been made of the draft East of England Plan (RSSI4). This should be taken into consideration. At the local level, 'Integrating Biodiversity into Development...realising the benefits' produced by Essex Biodiversity Project should be included.</p>	<p>Draft RSSI4 – East of England Plan – added</p> <p>The other plans were not included at this stage</p> <p>EA Water Resource Strategy for the East of England</p> <p>Integrating Biodiversity into Development...realising the benefits</p>
			<p>We are currently working on a number of studies which may be able to inform the SPD. The North Essex Catchment Flood</p>	<p>Future EA publications that the SPD should take into consideration -</p>

			<p>Management Plan is timetabled to be complete in summer 2006. This is a high level strategic plan which is intended to identify sustainable flood risk management policies within the fluvial catchment over a 50 year time scale. Also currently due for completion in summer 2006 is the Colne and Blackwater Estuary Flood Management Strategy. This study will develop a long-term strategy to manage the flood defences of the estuaries in a sustainable manner having considered environmental and socio-economic issues. Finally, we are working on the Combined Essex CAMS (Catchment Abstraction Management Strategy), which is a strategy for managing water resources at a local level. It is due for publication in September 2006.</p>	<p>space should be build into the plans and programmes table to incorporate:</p> <p>North Essex Catchment Flood Management Plan (due summer 2006)</p> <p>Colne and Blackwater Estuary Flood Management Strategy (due summer 2006)</p> <p>Combined Essex Catchment Abstraction Management Strategy (due Sept 2006)</p>
			<p>Paragraph 3.7 highlights data gaps in respect of flood risk and biodiversity. A lack of baseline ecological information will make it impossible to evaluate the biodiversity implications and as a starting point Phase I habitat surveys are required as a minimum. A higher level (strategic) flood risk assessment (FRA) should be carried out across the study area to inform on the suitability of areas for development or appropriate development types, design implications and the provision of safe access and egress. It should consider the standard and condition of defences, and the remaining residual risk to the area. Surface water run-off issues (existing problems and potential for an increase in run-off) should also be assessed.</p> <p>Flood risk is further considered in paragraph 3.33. As stated the area is in flood zone 3, high risk. The Colne Barrier currently provides a standard of defence in excess of 1:200 for tidal events. However, risk should be considered over the lifetime of the development having regard to climate change implications. As outlined above, the residual risk of defences failing, or being breached, and the risk of fluvial flooding must also be considered.</p> <p>It should be remembered that for all development the PPG25</p>	<p>Resolving data gaps:</p> <p>Biodiversity – Recommend that a Phase I habitat survey is undertaken to ascertain biodiversity implications</p> <p>Flood risk – Recommend that a strategic flood risk assessment should be undertaken incorporating consideration of fluvial flooding and defence failure/breaching</p>

			<p>sequential test should be applied, as highlighted in Appendix 3. This seeks to direct development to areas at the lowest risk of flooding in the first instance. Where high risk areas are allocated, it must be demonstrated that there are no suitable options at lower risk, having considered other sustainability criteria. This will need to be demonstrated for this site.</p>	
			<p>Regarding the sustainability issues, paragraph 3.31 refers to 'Sites of Importance for Nature Conservation', this should be altered to 'County Wildlife Sites'. This paragraph should also detail the various national and international conservation designations relevant to Colne Harbour, which are shown in figure 3.4. These are 'Colne Estuary SSSI/SAC/SPA' and 'Upper Colne Marshes SSSI'.</p>	<p>Continue to use SINC as this is how they are referred to in the Local Plan</p> <p>Upper Colne Marshes identified by name in scoping report.</p>
			<p>The Proposed Sustainability Objectives for the environment in Table 4.1 are very broadly stated, but should cover our issues. "Encourage prudent use of natural resources" (objective 10), should seek to include minimising the use of water and reducing waste (with provision for recycling), as these are both key issues for Essex.</p> <p>Objective 11 should be seeking to specifically reduce floodrisk, a key objective of PPG25 as highlighted in Appendix 3. Decisions on surface water management options and the use of sustainable drainage systems (SuDS), should be based on an assessment of the site characteristics, including the FRA and a consideration of the soil type and any contamination present. SuDS should usually be the first option, but contamination may preclude certain techniques.</p> <p>"To maintain and enhance biodiversity and landscape quality" (objective 12), must be taken to include the value of the River Colne, Colne Harbour and the surrounding land.</p> <p>Contaminated land issues are also covered under objective 12, but you may wish to consider a separate objective along the lines of "To reduce the risks on human health and the</p>	<p>Consider points raised when undertaking appraisal</p>

			environment from the development on contaminated land".	
			<p>We are aware of contaminated land issues within the Colne Harbour development area. Due to the previous land use, including industrial use, sewage treatment works and gas works, there may be more areas of contaminated land that will require remediation prior to development.</p> <p>Within dockside areas the development option may encourage the use of dredged materials as infill and land restoration. The use of dredged materials for this type of development can be problematic due to the potential for contaminated material (either from the previous dockside use or uncontrolled upstream industrial discharges).</p> <p>Therefore, greater emphasis should be placed on contaminated land issues. As such, the following legislation and guidance needs to be referred:</p> <ol style="list-style-type: none"> 1. Environmental Protection Act 1990 2. DETR Circular 2/2000 3. Environment Act 1995 which inserted and brought in force Part IIA provisions. 4. Contaminated Land Report (CLR) 7 - Assessment of Risks to Human Health from Contaminated Land 5. CLR 8 -Potential Contaminants for the Assessment of Land 6. CLR 9 - Contaminants in Soil: Collation of Toxicological Data and Intake values for Humans 7. CLR 10 - The Contaminated Land Assessment Model (CLEA): Technical Basis and Algorithms 8. CLR 11 - Model Procedures for the Management of Land Contamination 	Place greater emphasis on contaminated land issues – highlighted through appraisal

Consultation	20/12/05	Emma Cooper (Countryside Agency)	The Countryside Agency has no comments at this time ' [a]lthough the Countryside agency is a consultation body under the SEA Regulations, we generally do not wish to comment on individual 'scoping reports'.'	No Actions requires
Consultation	23/11/05	ATLAS	'ATLAS considers that in general the scope and formal is broadly acceptable'	
			'The significant omission is the lack of indicators and targets by which to measure objectives'	Indicators and targets linked to SA objectives are included in Appendix 2: Baseline Data
			It would be useful to have a summary of key issues / environmental problems and opportunities / implications for the SPD and relevance to the SA objectives	Included in scoping report
			The document correctly identifies where there are important gaps in baseline data at 3.7. Furthermore, the following aspects also need to be addressed:	
			There is little analysis of potential health improvements	Health issues addressed though appraisal
			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 – baseline information on how and where people are currently travelling to/from will be required in order to pick up at a later date whether traffic congestion is reducing a modal shift is being achieved.	Agree that additional transportation data would be useful – transport element of SPD appraised
			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.	Local air quality data available very technical and not specific to the Colne area.

			<p>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.</p>	<p>The issue of alternatives will be addressed at Stage B of the SA process (as outlined by the ODPM's guidance)</p>
			<p>The methodology for assessing environmental topics is not clear. Are CBC officers confident that all the topics will be assessed adequately? Do the officers have a strategy / work programme?</p>	<p>Question for CBC</p>
<p>Consultation</p>	<p>06/01/06</p>	<p>Chris Gibson (English Nature)</p>	<p>The SA Scoping Report clearly draws attention to the key concerns in my response, in relation to recognition of and protection for special sites, at the international, national and county levels. 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.</p> <p>The one element which appears to be missing from the scoping report is any reference to species which benefit from legal protection. As you suggest, the level of available biodiversity information is rather low, but it is clear that certain parts of the study area do support such protected species eg common lizard on the Moors CWS, otters in the river etc. ensuring that the environmental information is sufficient and recent (in order that informed decisions may be made in the future) is obviously a key factor which must be built into the SPD.</p> <p>Another omission is to the fact that 'brown-field' sites, which occupy a significant part of the study area are known in many cases to harbour significant biodiversity features. Again, the level of specific information on such issues is relatively low in the study area, but reference to the potential of such sites and the possible impacts on development proposals would be</p>	<p>Reference to biodiversity commitments in SA conclusions</p> <p>Reference to importance of protected species set out in characterisation</p> <p>Potential of brownfield land to support significant biodiversity</p>

			useful, in order to counter the usual (but outdated) presumption in favour of redevelopment of brownfield land.	features acknowledged in the appraisal
		Colchester Borough Council (Enterprise and regeneration)	Para 3.7 - The last sentence is incorrect: the table overleaf (p.34) gives 23 businesses in manufacturing with 233 employees.	Comments to relate to a version of the Scoping Report included in the Interim SPD. These have been rewritten incorrectly – the Scoping Report states ‘Despite the decline in manufacturing, Business Select 2003 identified 87 businesses in the area covered by the existing Colne Harbour Design Framework SPG (a similar area to the proposed SPD), employing 740 people’
			Para 3.8 - It may not be correct to say ‘There has been increased dependency on a small number of large employers’. The relative concentration of employment dependence upon large employers is likely to have lessened as Paxman’s was until 2003 a major employer in the area.	Agree that the dosing of Paxman’s will have an affect on the relative concentration of employment dependence upon large employers. However, two new major employers (Tesco and B&Q) have arrived making the statement ‘There has been increased dependency on a small number of large employers’ remain valid.
			Page 34 - Table. Figures for businesses and jobs for 2003 cited in the Report for the ‘Colne Harbour area’ suggest that these refer to a wider geography than the Colne Harbour Regeneration Area boundary which is the subject of the Report. I have done some research using the most recent IDBR information we hold for as close a fit as is possible	Updated figures included

			(searching by road) to the boundaries of the Regeneration Area and have found slightly less businesses but with many more employees and at a slightly later reference date (2004). My findings are in the attached document.	
			p.34 - Econ activity and inactivity rates, 2001. This secondary data is too old and should be updated with that most recently available from Nomis. I attach some updated material in Appendix 2 of the document; this can be described in the text.	Updated figures included
			Para 3.11 - It would be more accurate to say that the supply of good quality office accommodation is limited; the current stock is largely poor quality, lacks parking or is relatively inaccessible/low profile.	It is assumed that the provision of new business space would provide a suitable environment
			Para 3.12 - It is incorrect to say that there is a 'slow local economy'; all the indices - VAT business stock, economically active population, daimant unemployment rate, rateable values - show good growth in what is an expanding sub-regional centre.	Acknowledged and edited
Interim SPD		ATLAS	<p>The Sustainability Objectives are quite separate from regeneration and project objectives, however it is felt there is still scope for confusing the two within the February 2006 Sustainability Appraisal of the Interim Report from Land Use Consultants. This latest SA correctly notes at 3.3 that some Project Objectives relate to process rather than product and therefore does not assess these.</p> <p>At 2.9/2.10 in the Feb.2006 SA report LUC refers, erroneously in ATLAS's opinion, to the 3no. bullet points at 4.2 within the Interim Report as being 'Masterplanning Principles'. It is considered that these are not Masterplan Principles as such,</p>	

		<p>but could be more correctly described as 'Masterplan Topics' or, as the Interim Report says, 'additional elements'. In this context it is appropriate for the sustainability aspects of these topics to be appraised in the Feb 2006 Sustainability Appraisal.</p> <p>Sustainability Appraisal: this document was handed out at the meeting. ATLAS's initial comments, flowing mainly from our Nov05 comments on the draft Scoping Report are as follows:</p> <p>Still no apparent inclusion of targets & indicators – are CBC officers (Karen Syrett & colleagues) satisfied that they will be able to monitor progress towards achieving the objectives?</p> <p>Still no apparent evidence of consideration and assessment of alternatives</p> <p>At 2.9 the SA report seems to have incorrectly identified the 3no. bullet points ('additional elements') from section 4.2 of the 03/02/06 Interim Project Report (final draft) as being the three main 'Master Plan Principles'. The Masterplan principles are actually those articulated in the Colne Harbour Development Framework (see sec.4.1 of the Interim Project Report).</p>	
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APPENDIX 2: Review of Relevant Plans and Programmes

APPENDIX 2. REVIEW OF PLANS AND PROGRAMMES

Overall Aim or Purpose of Document	Key objectives relevant to the Sustainable Appraisal of Colne Harbour SPD	Relevance to and implications for Colne Harbour SPD
International		
<i>The World Summit on Sustainable Development, Johannesburg, Commitments arising from Johannesburg Summit. – United Nations (September 2002)</i>		
<p>The World Summit on Sustainable Development (WSSD) represents a reaffirmation of international commitment to sustainable development coming 30 years after the Stockholm commitment to tackle environmental degradation and ten years after the Rio Summit and Declaration of 1992.</p>	<p>Objectives</p> <p>The summit brought together heads of state, civil society and business leaders from all nations and sought to provide momentum, agreement and structure to global efforts for sustainable development over the coming decade. The key outcomes of the summit were the Johannesburg Declaration on Sustainable Development – from our origins to the future, and a Key Outcomes statement mapping out commitments made by all parties (and in particular national governments).</p> <p>Many of these commitments and outcomes relate to international efforts to tackle global development issues, such as poverty and hunger, however others are commitments to modifying behaviour and actions in each nation. All of us have a role to play in meeting these commitments and the inclusion and adoption of them in regional and sub-regional action can meaningfully influence the UK's response. A number of the sustainable development commitments originating from WSSD, are relevant to land use planning, and include:</p> <ul style="list-style-type: none"> • Integrate energy into country-led poverty reduction processes; • Remove market barriers and create a level playing field for renewable energy and energy efficiency; • Greater resource efficiency (incl. decoupling economic growth from environmental degradation); • Support business innovation and take-up of best practice in technology and management; work on waste and producer responsibility. <p>Targets</p> <p>There are a number of follow-up processes, but no specific targets.</p>	<p>OVERALL CONTEXT</p> <p>The commitments identified from the Johannesburg Summit provide an international focus to sustainable development which should be reflected in the SPD. This will contribute to a meaningful response to the Summit from the UK</p>
<i>Waste Framework Directive (75/442/EEC as amended by Directive 91/156/EEC,) European Commission (2000)</i>		
<p>The main aim of the Waste Framework Directive is the</p>	<p>Objectives</p> <p>Member States shall take appropriate steps to encourage the prevention, recycling and processing of waste,</p>	<p>CONTEXT</p>

Overall Aim or Purpose of Document	Key objectives relevant to the Sustainable Appraisal of Colne Harbour SPD	Relevance to and implications for Colne Harbour SPD
<p>protection of human health and the environment against harmful effects caused by the collection, transport, treatment, storage and tipping of waste.</p>	<p>the extraction of raw materials and possibly of energy therefrom and any other process for the re-use of waste.</p> <p>Article 3 states that Member States shall take appropriate measures to encourage: Firstly, the prevention or reduction of waste production and its harmfulness, in particular by:</p> <ul style="list-style-type: none"> • The development of clean technologies more sparing in their use of natural resources, • The technical development and marketing of products designed so as to make no contribution or to make the smallest possible contribution, by the nature of their manufacture, use or final disposal, to increasing the amount or harmfulness of waste and pollution hazards, • The development of appropriate techniques for the final disposal of dangerous substances contained in waste destined for recovery; <p>Secondly:</p> <ul style="list-style-type: none"> • The recovery of waste by means of recycling, re-use or reclamation or any other process with a view to extracting secondary raw materials, or • The use of waste as a source of energy. <p>Article 4 states that Member States shall take the necessary measures to ensure that waste is recovered or disposed of without endangering human health and without using processes or methods which could harm the environment, and in particular:</p> <ul style="list-style-type: none"> • Without risk to water, air, soil and plants and animals, • Without causing a nuisance through noise or odours, • Without adversely affecting the countryside or places of special interest. <p>Member States shall also take the necessary measures to prohibit the abandonment, dumping or uncontrolled disposal of waste.</p> <p>Targets Does not contain any targets.</p>	<p>The framework provides a sustainable waste management context which should be reflected in any waste management strategies in the SPD.</p>
<p><i>Water Framework Directive (2000/60/EC) – European Community (2000)</i></p>		
<p>The Directive establishes a new integrated approach to the protection, improvement and sustainable use of water bodies, introducing a statutory system of analysis and planning based upon the river basin.</p>	<p>Objectives</p> <p>The 2000 Water Framework Directive imposes a statutory responsibility on Member States to ensure all water bodies meet certain water quality standards. The four main stages of implementation are:</p> <ul style="list-style-type: none"> • Environmental and economic assessment ('characterisation') of River basin Districts including identification of pressures and impacts. • Environmental monitoring based on RBD characterisation. 	

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	<ul style="list-style-type: none"> • Setting of environmental objectives. • Designing and carrying out a programme of measures to achieve these environmental objectives. <p>Targets</p> <p>The WFD sets a target for all water bodies in Member States to reach 'Good Ecological Status' by 2015. However, exactly what constitutes 'Good Ecological Status' has not yet been defined.</p> <p>Water bodies classified as artificial or heavily modified will need to meet the alternate requirement of 'Good Ecological Potential', although exactly how this differs from 'good ecological status' has also not yet been defined.</p>	
<i>Conservation of Natural Habitats and Wild Fauna and Flora (Directive 92/43/EC) (The Habitats Directive) European Commission (1994)</i>		
<p>The EC Directive on the Conservation of Wild Birds (The Birds Directive, 79/409/EEC) and the EC Directive on the Conservation of Natural Habitats and Wild Flora and Fauna (The Habitats Directive, 92/43/EEC). Together, they establish a legislative framework for protecting and conserving Europe's wildlife and habitats. The directives implement in Community law the requirements of the Bonn Convention on the Conservation of Migratory Species and the Bern Convention on the Conservation of European Wildlife and Natural Habitats.</p> <p><u>The Conservation (Natural Habitats & c) Regulations 1994</u> (the Habitats Regulations) transposed the requirements of these Directives into national law in Great Britain. At the centre of the policy is the creation of a coherent ecological network of protected areas across the EU -</p>	<p>Objectives</p> <ul style="list-style-type: none"> • The aim of this Directive shall be to contribute towards ensuring bio-diversity through the conservation of natural habitats and of wild fauna and flora in the European territory of the Member States to which the Treaty applies. • Measures taken pursuant to this Directive shall be designed to maintain or restore, at favourable conservation status, natural habitats and species of wild fauna and flora of Community interest. • Measures taken pursuant to this Directive shall take account of economic, social and cultural requirements and regional and local characteristics. <p>Targets</p> <p>Does not contain any targets.</p>	<p>CONTEXT</p> <p>The conservation of wildlife and habitats should be promoted through the SPD.</p>

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<p>known as NATURA 2000 for habitats and species considered to be of outstanding international significance and therefore of importance to the maintenance of biodiversity in the European Union. Its purpose is to maintain or restore the habitats and species at a favourable conservation status in their natural range.</p>		
<p><i>Air Quality Framework Directive (96/62/EC) European Commission (1996)</i></p>		
<p>The Air Quality Framework Directive stipulates that in zones and agglomerations in which levels of one or more pollutants exceed certain limit values Member States shall prepare and implement a plan or programme for attaining the limit value within the specific time limit. In zones and agglomerations, where the level of more than one pollutant is higher than the limit values, member states must provide an integrated plan covering all the pollutants concerned. The main purpose of these plans is to improve air quality.</p>	<p>Objectives Objectives which may relate to regional planning:</p> <ul style="list-style-type: none"> • Obtain adequate information on ambient air quality and ensure that it is made available to the public, inter alia by means of alert thresholds, • Maintain ambient air quality where it is good and improve it in other cases. <p>Targets Targets and objectives from EU Directives must be adopted into UK legislation.</p> <p>This Directive covers the revision of previously existing legislation and the introduction of new air quality standards for previously unregulated air pollutants, setting the timetable for the development of daughter directives on a range of pollutants. The list of atmospheric pollutants to be considered includes sulphur dioxide, nitrogen dioxide, particulate matter, lead, ozone, benzene, carbon monoxide, poly-aromatic hydrocarbons, cadmium, arsenic, nickel and mercury.</p>	<p>CONTEXT</p> <p>The SPD must take account of local and regional air quality strategies as adopted under this Directive.</p>
<p><i>Kyoto Protocol to the UN Framework Convention on Climate Change – United Nations (1992)</i></p>		
<p>The UN Framework Convention on Climate Change (UNFCCC) was adopted on 9th May 1992. It set out to achieve stabilisation of greenhouse gas concentrations in the atmosphere at safe levels. The text of the Kyoto Protocol was adopted at the third</p>	<p>Objectives</p> <p>The ultimate objective of the Convention is “to achieve stabilization of atmospheric concentrations of greenhouse gases at levels that would prevent dangerous anthropogenic (human-induced) interference with the climate system...”. The Convention does not define what levels might be “dangerous”, although it does state that ecosystems should be allowed to adapt naturally, food supply should not be threatened, and economic development should be able to proceed in a sustainable manner. Defining what we mean by “dangerous” is a tough political question, involving social and economic considerations as well as scientific</p>	<p>CONTEXT</p> <p>The SPD must take account of climate change mitigation strategies.</p>

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<p>session of the Conference of the Parties to the UNFCCC in Kyoto, Japan, on 11 December 1997.</p>	<p>judgement.</p> <p>The Protocol set out a series of targets for specific greenhouse gases and established a framework of actions and requirements to meet these targets with the aim of achieving in a meaningful timeframe (up to 2012, with 1990 levels used as base) the objective of the UN Framework Convention. The two agreements are thus intrinsically linked with the Protocol essentially acting as a template for action to meet the commitments made in the Framework Convention.</p>	
National		
<i>Planning Policy Guidance Note 13: Transport – ODPM (2001)</i>		
<p>The objectives of PPG 13 are to integrate planning and transport at the national, regional, strategic and local level to:</p> <ul style="list-style-type: none"> • Promote more sustainable transport choices for both people and for moving freight; • Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and <p>Reduce the need to travel, especially by car.</p>	<p>Objectives</p> <p>In order to deliver the objectives of this guidance, when preparing development plans and considering planning applications, local authorities should:</p> <ol style="list-style-type: none"> 1. actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges; 2. locate day to day facilities which need to be near their clients in local centres so that they are accessible by walking and cycling; 3. accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling; 4. ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking, and cycling, recognising that this may be less achievable in some rural areas; 5. in rural areas, locate most development for housing, jobs, shopping, leisure and services in local service centres which are designated in the development plan to act as focal points for housing, transport and other services, and encourage better transport provision in the countryside; 6. ensure that strategies in the development and local transport plan complement each other and that consideration of development plan allocations and local transport investment and priorities are closely linked; 7. use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys; 8. give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses; 9. ensure that the needs of disabled people as pedestrians, public transport users and motorists - are 	<p>CONTEXT</p> <p>PPG 13 details objectives which should be reflected in the SPG</p>

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	<p>taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments; consider how best to reduce crime and the fear of crime, and seek by the design and layout of developments and areas, to secure community safety and road safety; and</p> <p>10. protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements.</p>	
<i>Planning Policy Statement 10: Planning for Sustainable Waste Management - ODPM (2005)</i>		
<p>PPS 10 sets out the national policy for land use planning issues relating to waste management. It will replace Planning Policy Guidance Note 10: Planning and Waste management.</p>	<p>Objectives:</p> <p>The statement sets out a number of key planning objectives that aim to</p> <ul style="list-style-type: none"> • Drive waste management up the waste hierarchy; • Provide sufficient and timely provision of waste management facilities that meet the needs of their communities; • Implement the national waste strategy and support European legislation; • Secure the recovery and disposal of waste does not harm the human health or the environment • Ensure waste is disposed of as near as possible to the place of production • Reflect the concerns and interests of local communities, needs of waste collection/disposal authorities and business and encourages competition • Protect the Green Belt, but, recognise that some types of waste management facilities have wider environmental and economic benefits of waste management are a material consideration • Ensure that the layout and design of new development support sustainable waste management • Self-sufficiency that represents the volume and composition of waste generated at the regional level <p>The statement details the requirements of the regional planning bodies over the next 15-20 years, taking into consideration national forecasts and the capacity of urban and rural areas and providing guidance on determining capacity. The statement also provides a sequential approach to identifying sites and locations and guidance in determining planning applications.</p>	<p>CONTEXT</p> <p>PPS10 emphasises the importance of planning for waste management at the regional level. The SPG should reflect its objectives and overall recommendation.</p>
<i>Planning Policy Guidance Note 15: Planning and the Historic Environment - ODPM (1994)</i>		
<p>This PPG provides a full statement of Government policies for the identification and protection of historic buildings, conservation areas,</p>	<p>Objectives</p> <p>Does not contains a specific set of objectives, but does state that 'the protection of the historic environment, whether individual listed buildings, conservation areas, parks and gardens, battlefields will need to be taken fully into account both in the formulation of authorities' planning policies and in</p>	<p>CONTEXT</p> <p>PPG15 details overarching policies for the protection of the historic environment. These policies should</p>

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and other elements of the historic environment. It explains the role played by the planning system in their protection	development control'. Targets Does not contain any specific targets.	be taken into consideration in the SPD.
<i>Planning Policy Guidance 17: Planning for open space, sport and recreation – ODPM (2002)</i>		
Open spaces, sport and recreation all underpin people's quality of life. Well designed and implemented planning policies for open space, sport and recreation are therefore fundamental to delivering broader Government objectives.	Objectives Does not contain a specific set of objectives, but does state that Open spaces, sport and recreation all underpin people's quality of life. Well designed and implemented planning policies for open space, sport and recreation are therefore fundamental to delivering broader Government objectives. Targets Does not contain any specific targets.	CONTEXT PPG17 details the importance of open spaces in the built environment and recommends the creation of green infrastructure audits. The SPD should provide adequate open space provision which is consistent with Colchester's open space strategy.
<i>Planning Policy Guidance Note 25: Development and Flood Risk - ODPM (2001)</i>		
The susceptibility of land to flooding is a material planning consideration. Flood risk should be considered at all stages of the planning and development process in order to reduce future damage to property and loss of life. Planning should seek where possible to reduce and certainly not to increase flood risk. It should help ensure that flood plains are used for their natural purposes, continue to function effectively and are protected from inappropriate development	Objectives This PPG aims to strengthen the co-ordination between land-use and development planning and the operational delivery of flood and coastal defence strategy. It is based on a number of general principles, which include: <ul style="list-style-type: none"> • Planning authorities should apply the precautionary principle to the issue of flood risk, using a risk-based search sequence to avoid such risk where possible and managing it elsewhere; Planning authorities should recognise the importance of functional flood plains, where water flows or is held at times of flood, and avoid inappropriate development on undeveloped and undefended flood plains	CONTEXT PPG 25 details the national flood risk mitigation context. The SPD should seek to require development which minimises flood risk.
<i>Planning Policy Guidance Note 9: Nature Conservation - ODPM (1994)</i>		
This sets out the Government's objectives for nature conservation,	Objectives Does not contains a specific set of objectives, but does state that:	CONTEXT The SPD must ensure that any

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<p>and the framework for safeguarding our natural heritage under domestic and international law; The guidance describes the key role of local planning authorities and advises on the treatment of nature conservation issues in development plans.</p>	<ul style="list-style-type: none"> • Local authorities have to make adequate provision for development and economic growth whilst ensuring effective conservation of wildlife and natural features as an important element of a clean and healthy natural environment. • Local planning authorities should have regard to the relative significance of international, national, local and informal designations in considering the weight to be attached to nature conservation interests. • Local authorities should identify relevant international, national and local nature conservation interests. They should ensure that the protection and enhancement of those interests is properly provided for in development and land-use policies, and place particular emphasis on the strength of protection afforded to international designations. Plans should offer reasonable certainty to developers, landowners and residents alike about the weight that will be given to nature conservation interests in reaching planning decisions. <p><i>Targets</i></p> <p>Does not contain any specific targets.</p>	<p>development minimises harm to, and where appropriate enhances sites of nature conservation.</p>
<p><i>Planning Policy Statement 1: Delivering Sustainable Development - ODPM (February 2005)</i></p>		
<p>PPSI sets out the Government's vision for planning and the key policies and principles that should underpin the planning system. PPSI sets out the Government's high level policy objectives for planning. It sets a framework for specific policies, which are set out in the thematic Planning Policy Statements. PPSI complements those documents but is not a substitute for the detailed guidance in those PPS. In particular, the way in which sustainable development objectives should be approached in detail in specific policy areas will be covered as appropriate in the relevant thematic PPS.</p>	<p>Objectives</p> <p>PPSI supports the reform programme and, in particular, the Government's objectives for planning culture change, by setting out the Government's vision for planning, and the key policies and principles that should underpin the planning system. These are built around three themes:</p> <ul style="list-style-type: none"> • Sustainable development – the purpose of the planning system. • The spatial planning approach. • Community involvement in planning. <p>The key policy messages are:</p> <ul style="list-style-type: none"> • The need for planning authorities to take an approach based on integrating the four aims of sustainable development: economic development; social inclusion; environmental protection; and prudent use of resources. • The need for positive planning to achieve sustainable development objectives and proactive management of development, rather than simply regulation and control. • The need for plans to set clear visions for communities and help to integrate the wide range of activities relating to development and regeneration. • The need for the planning system to be transparent, accessible and accountable, and to actively promote participation and involvement. <p>Targets</p>	<p>CONTEXT</p> <p>Details overall approach to sustainable development policies. These should underpin the SPD.</p>

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	Does not contain any targets.	
<i>Planning Policy Statement 12: Local Development Frameworks - ODPM (2004)</i>		
The policies in this statement focus on procedural policy and the process of preparing local development documents (LDDs) (these will comprise the Local Development Framework).	<p>Objectives PPS 12 does not set out any specific objectives but instead provides Governmental policy on the preparation of LDDs. The Core Strategy should set out the key elements of the planning framework for the area, the long-term spatial vision and the strategic policies required to deliver that vision. The core strategy development plan document should draw on any strategies of the local authority and other organisations that have implications for the development and use of land.</p> <p>Targets Does not contain any specific targets</p>	<p>CONTEXT Outlines the position the SPD will have in the Local Development Framework</p>
<i>Planning Policy Statement 22: Renewable Energy – ODPM (2003)</i>		
This PPS replaces PPG 22 (Renewable Energy). It sets out the Government's planning policies for renewable energy, which planning authorities should have regard to when preparing local development documents and when taking planning decisions.	<p>Objectives In light of Government objectives to cut carbon dioxide emissions and increase the generation of electricity from renewable energy sources, this planning policy statement looks to positive planning which facilitates renewable energy developments to contribute to all four elements of the Government's sustainable development strategy. The PPS contains a number of key principles that should be adhered to by Local Authorities in their approach to planning for renewable energy:</p> <p>Targets To generate 10% of UK electricity from renewable energy sources by 2010. The 2003 Energy White Paper ('Our energy – creating a low carbon economy') sets out the Government's aspirations to double that figure to 20% by 2020.</p>	<p>CONTEXT The SPD should be in line with national renewables strategies.</p>
<i>Planning Policy Statement 23: Planning and Pollution Control – ODPM (2004)</i>		
Replacing the remaining extant parts of PPG 23, this PPS covers the role	<p>Objectives</p>	<p>CONTEXT The SPD should encourage pollution</p>

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<p>of the planning system in the location and potential impacts of development, with respect to their potential as sources of pollution. Also addressed is the issue of planning and development of contaminated land.</p>	<p>The PPS is in line with the Government's commitment to the principles of sustainable development and the importance of controlling and minimising pollution. Appendix A contains matters that should be considered in the preparation of development plan documents and when taking decisions on individual planning applications. However, it does not contain a specific set of objectives.</p> <p>Targets</p> <p>Does not contain any targets.</p>	<p>control and minimisation.</p>
<p><i>Securing the Future: The UK Government Sustainable Development Strategy – HMSO (March, 2005).</i></p>		
<p>The Strategy for sustainable development aims 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.</p>	<p>The Strategy details a set of shared UK principles that will be used to achieve the sustainable development purpose:</p> <ul style="list-style-type: none"> • Living within environmental limits: respecting the limits of the planet's environment, resources and biodiversity – to improve our environment and ensure the natural resources needed for life are unimpaired and remain so for future generations; • Ensuring a strong, healthy and just society: meeting the diverse needs of all people in existing and future communities, promoting personal wellbeing, social cohesion and inclusion, and creating equal opportunity for all; • Achieving a sustainable economy: building a strong, stable and sustainable economy which provides prosperity and opportunities for all, and in which environmental and social costs fall on those who impose them, and efficient resource use is incentivised; • Promoting good governance: actively promoting effective, participative systems of governance in all levels of society – engaging people's creativity, energy, and diversity; • Using sound science responsibly: ensuring policy is developed and implemented on the basis of strong scientific evidence, whilst taking into account scientific uncertainty as well as public attitudes and values; <p>The Strategy contains four agreed priorities:</p> <ul style="list-style-type: none"> • Sustainable consumption and production, including the inefficient use of resources; • Climate change and energy, including seeking to secure a profound change in the way in which energy is generated and used, and in other activities that release greenhouse gases; • Natural resource protection and environmental enhancement • To create sustainable communities that embody the principles of sustainable development at the local level. <p>The Strategy also includes:</p> <ul style="list-style-type: none"> • A strategic objective for international sustainable development to support multilateral and national institutions that can ensure effective integration of social, environmental and economic objectives to 	<p>CONTEXT</p> <p>These sustainability principles should underpin the SPD.</p>

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	deliver sustainable development, especially for the poorest members of society.	
<i>Planning Policy Guidance Note 3: Housing - ODPM (2000)</i>		
<p>This PPG outlines a range of issues relating to the provision of housing. It provides guidance on planning the provision of new housing on a regional basis and on the allocation of land for housing by local authorities.</p>	<p>Objectives</p> <p>The objectives of the guidance are to:</p> <ul style="list-style-type: none"> • Provide everyone with the opportunity of a decent home. • Offer a greater choice of housing, without social distinctions, with both affordable and special housing in urban and rural areas. • Promote sustainable patterns of development and make better use of previously developed land. • Promote urban renaissance and improve quality of life through well-designed new housing and residential environments. <p>In addition, Local planning Authorities should:</p> <ul style="list-style-type: none"> • plan to meet the housing requirements of the whole community, including affordable and special needs housing; • provide wider housing opportunity and choice, a better mix, and seek to create mixed communities; • provide sufficient housing land but give priority to re-using previously-developed land within urban areas; • create more sustainable patterns of development; • make more efficient use of land by reviewing planning policies and standards; • place the needs of people before ease of traffic movement in residential developments; • seek to reduce car dependence; and • promote good design in new housing developments in order to create attractive, high-quality living environments in which people will choose to live. <p>Targets</p> <p>This PPG does contain a target concerning housing provision nationally, but it also states that estimates set out in RPG should be regarded as indicative and should not be presented as targets or quotas for local authorities to achieve. The national target is: by 2008, 60% of additional housing should be provided on previously-developed land and through conversions of existing buildings.</p>	<p>CONTEXT</p> <p>The SPD should promoted development which gives residents the opportunity for a decent home.</p>
<i>Making space for water: Developing a new Government strategy for flood and coastal erosion risk management in England. A Consultation Exercise - DEFRA (2004)</i>		

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<p>Defra's Flood Management Strategy Unit is aiming to set the direction for flood and coastal erosion risk management over the next 20 years.</p> <p>Following the close of this consultation period on 1 November 2004, it is hoped that the new strategy in will be published in early 2005. The new strategy will include a delivery plan for further work to take forward proposals and a commitment to evaluate progress and review the strategy on a regular basis.</p>	<p>Objectives</p> <p>The future aim of the Government's strategy for flood and coastal erosion risk management might be summarised as follows: Aim for a new Government strategy for flood and coastal erosion risk management in England: To manage the risks from flooding and coastal erosion in an integrated and holistic way, employing a portfolio of approaches, so as to reduce the threat to human life and property while furthering sustainable development and the strategic objectives of the Government; and to secure rational funding mechanisms that deliver appropriate levels of investment.</p> <p>Aims and Objectives</p> <ul style="list-style-type: none"> • Prevent decline in current flood defence standards to improve the situation, consider possible need for extreme flood protection measures • Outlines the importance of a holistic approach, not just putting up defences but finding cost effective means of prevention • Shows the importance of sustainable development (to include elements to do with the environment, and flood management solutions while taking the local communities views into consideration <p>The final aim tries to establish what happens when flood protection is not possible</p> <p>Targets Does not contain any targets.</p>	<p>CONTEXT</p> <p>The SPD should promote strategies to minimise the risk of flooding in the area.</p>
<p><i>Planning Policy Guidance 4: Industrial, Commercial Development, and Small Firms - ODPM (2005)</i></p>		
<p>Guidance designed to encourage the integration of economic development and a high quality environment through the planning and development control process. Guidance for the formation of development plan policies and development control decisions.</p>	<p>Objectives</p> <p>Encourage continued economic development in a way which is compatible with the Government's stated environmental objectives through the creation of development plan policies.</p> <ul style="list-style-type: none"> • Locating industry and commerce where the need for travel by car is reduced; • Encourage new development in locations that can be served by more energy efficient modes of transport; • Discourage new development where it would be likely to add unacceptably to congestion; • Locate development requiring access mainly to local roads away from trunk roads, to avoid unnecessary congestion on roads designed for longer distance movement • Promote mixed-use developments; • Consider heritage conservation factors; • Optimum use should be made of potential sites and existing premises in inner cities and other urban 	<p>CONTEXT</p> <p>Guidance recommendations should be taken into account when considering the location of industry and commerce in Colne Harbour</p>

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	<p>areas, taking into account such factors as accessibility to transport, particularly in the case of labour-intensive uses;</p> <ul style="list-style-type: none"> • Use of appropriate conditions 	
<i>Planning Policy Statement 6: Planning for Town Centres - ODPM (2005)</i>		
<p>This PPS relates to the issues pertaining to planning for the future of town centres and the main uses that relate to them.</p>	<p>Objectives</p> <p>The Government's key objective for town centres is to promote their vitality and viability by:</p> <ul style="list-style-type: none"> • Planning for the growth and development of existing centres; and • Promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in a good environment, accessible to all. <p>There are other government objectives which need to be taken into account in the context of the above key objective, they are:</p> <ul style="list-style-type: none"> • Enhancing consumer choice by making provision for a range of shopping, leisure and local services, which allow genuine choice to meet the needs of the entire community, and particularly socially-excluded groups. • Supporting efficient, competitive and innovative retail, leisure, tourism and other sectors, with improving productivity; and, • Improving accessibility, ensuring that existing or new development is, or will be, accessible and well served by a choice of means of transport. <p>Regional planning bodies and local planning authorities, through regional spatial strategies and local development documents respectively, should implement the Government's objectives for town centres by planning positively for their growth and development. They should therefore:</p> <ul style="list-style-type: none"> • Develop a hierarchy and network of centres; • Assess the need for further main town centres uses and ensure there is capacity to accommodate them; • Focus development in, and plan for the expansion of, existing centres as appropriate, and at the local level identify appropriate sites in development plan documents; • Promote town centre management, creating partnerships to develop, improve and maintain the town centre, and manage the evening and night-time economy; and • Regularly monitor and review the impact and effectiveness of their policies for promoting vital and viable town centres. 	<p>CONTEXT</p> <p>The Core Strategy and SA should take all these objectives into account with regard to the Colne SPD.</p> <p>The SA should ensure that the objectives are included within the SA Framework objectives and appraisal criteria.</p>

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<i>Water Resources for the Future – A Strategy for England and Wales - The Environment Agency (2001)</i>		
<p>This strategy is part of a framework of integrated water resources planning, looking 25 years ahead. It considers the needs for water both of the environment and of society, and examines the uncertainties about future water demand and availability.</p>	<p>Objectives</p> <ul style="list-style-type: none"> • Promote water efficiency – expect household water metering to become widespread over the next 25 years. • Pay further attention to leakage control. • Promote water sensitive agricultural practices; farmers should consider crop suitability and the possibility of increased winter storage. • Active promotion of water efficiency opportunities for commerce and industry. • Deliver the sustainable development of water resources through working together. <p>Targets</p> <p>Enhancement of water supply by up to 1100 Ml/d above present levels by the improvement of existing schemes and the development of some new resources.</p>	<p>CONTEXT</p> <p>The SPD should reflect the objectives of this national water strategy, and promote relevant efficiency and positive water management where appropriate.</p>
<i>The Air Quality Strategy for England, Scotland, Wales, and Northern Ireland. Working together for clean air - DETR (2000)</i>		
<p>The Strategy sets objectives for eight main air pollutants to protect health. Performance against these objectives will be monitored where people are regularly present and might be exposed to air pollution. There are also two new objectives to protect vegetation and ecosystems. These will be monitored away from urban and industrial areas and motorways.</p> <p>Local authorities in England, Scotland and Wales are required to review and assess air quality in their area against the objectives specified for each pollutant in their respective Air Quality Standards regulations. Northern Ireland has a separate environmental legislative code, and its District Councils have voluntarily engaged in the air quality review and assessment process.</p>	<p>Objectives</p> <p>The objectives in the Strategy have been set with regard to the scientific and medical evidence on the effects of particular pollutants on health. The Expert Panel on Air Quality Standards (EPAQS) was established in 1991 to advise on air quality standards in the UK and EPAQS recommendations have been used, where they exist, as the air quality standards on which the setting of objectives will be based.</p> <p>See Strategy for detailed list of Objectives.</p> <p>Targets</p> <p>Contains a number of national air quality targets that were updated by DEFRA in August 2002.</p>	<p>CONTEXT</p> <p>The SPD should conform to air quality objectives set out in this strategy.</p>

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Regional		
<i>East of England Plan, Draft revision to the Regional Spatial Strategy (RSS) for the East of England (2004)</i>		
<p>'This document sets out the East of England Plan, a draft spatial strategy to guide development in the East of England for at least the next 20 years and sets out plans on housing, economic development, the environment, transport, sport and recreation, waste development, mineral extraction'</p>	<p>Vision The spatial planning vision for the East of England is to sustain and improve the quality of life for all people who live in, work in, or visit the region, by developing a more sustainable, prosperous and outward-looking region, while respecting its diversity and enhancing its assets.</p> <p>Objectives</p> <ul style="list-style-type: none"> • Our objectives are as follows (in no particular order) • increase prosperity and employment growth to meet identified employment needs of the region, and achieve a more sustainable balance between workers and jobs • improve social inclusion and access to employment and services and leisure and tourist facilities among those who are disadvantaged • maintain and enhance cultural diversity while addressing the distinctive needs of different parts of the region • increase the regeneration and renewal of disadvantaged areas • deliver more integrated patterns of land use, movement, activity and development, including employment and housing • sustain and enhance the vitality and viability of town centres • make more use of previously developed land and existing buildings, and use land more efficiently, in meeting future development needs • meet the region's identified housing needs, and in particular provide sufficient affordable housing • protect and enhance the built and historic environment and encourage good quality design and use of sustainable construction methods for all new development • protect and enhance the natural environment, including its biodiversity and landscape character • minimise the demand for use of resources, particularly water, energy supplies, minerals, aggregates, and other natural resources, whether finite or renewable, by encouraging efficient use, re-use, or use of recycled alternatives, and trying to meet needs with minimum impact • minimise the environmental impact of travel, by reducing the need to travel, encouraging the use of more environmentally friendly modes of transport, and widening choice of modes • ensure that infrastructure programmes, whether for transport, utilities or social infrastructure, will meet current deficiencies and development requirements; and that the responsible agencies commit the resources needed to implement these programmes and co-ordinate delivery with development • minimise the risk of flooding. <p>Targets</p>	<p>Where possible, the SPD should look for synergies between proposed policies and those that exist, albeit in a more strategic [and possibly vague] sense in the RSS.</p>

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	<ul style="list-style-type: none"> • 23,900 net additional dwellings per annum will be built in the East of England between 2001 and 2021, a total of 478,000 dwellings. • The job growth target for the region is 421,500 jobs between 2001 and 2021. • The Regional Transport Strategy has set the target of increasing the proportion of rail freight carried by rail by 2010 to 25% by 2010 and 30% by 2020 	
<i>East of England Integrated Regional Strategy – East of England Regional Assembly (2005)</i>		
<p>The Integrated Regional Strategy sets out the key challenges which need to be addressed to ensure that the East of England region enjoys a more sustainable future. It also provides a helpful background to the development of community strategies and the future refreshing of the existing suit of regional strategies.</p> <p>Above all, this Integrated Regional Strategy articulates a core script for all regional, sub-regional and local players in their negotiations with Government to ensure that the East of England gets a fairer share of resources, attention and policy support from Government to help the region and its 5.4 million residents move towards a more sustainable future.</p>	<p>Objectives:</p> <p>The Vision of the integrated Regional Strategy is: to improve the quality of life for everyone who lives or works in the East of England.</p> <p>In order to achieve this vision, five high level outcomes have been identified. These are consistent with the priorities set out in the existing family of regional strategies and they also point to some of the key challenges that will face the region as it looks to the future:</p> <ul style="list-style-type: none"> • An exceptional knowledge base and dynamic economy in the region • Opportunities for everyone to contribute to – and benefit from – the region’s economic dynamism • Strong, inclusive, healthy and culturally rich communities • A high quality and diverse natural and built environment • A more resource-efficient region 	<p>CONTEXT</p> <p>Aim of document is to act as script for resource generation. Resources could include public transport investment? Colne Harbour may contribute to the ‘the high quality and diverse natural and built environment’.</p> <p>The document is a strategic initiative developed as a result of the regional integration intentions outlined in the 2002 White Paper: ‘Your Region: Your Choice’.</p> <p>It is a tool for securing funding for the region. Development at Colne Harbour may represent a local response to the outcomes outlined opposite and perhaps benefit from any investment secured.</p>
<i>A Sustainable Development Framework for the East of England - East of England Regional Assembly (2001)</i>		
<p>The Sustainable Development Framework represents the region’s response to the 1999 UK Sustainable Development Strategy ‘A Better</p>	<p>Central Aim The aim of the partners is to improve the quality of life for all the people of the region.</p> <p>Vision</p>	<p>CONTEXT</p> <p>SPD should take account of objectives and vision, as is regarded</p>

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<p>Quality of Life'</p> <p>It is a template for guiding partner organisations in the region when drawing up their own Strategies and Action Plans. In particular, its relationship with Regional Planning Guidance, the East of England Development Agency's Regional Economic Strategy, other Integrated Regional and Local Authority strategies is crucial.</p>	<p>To plan for an improving quality of life for the people of the East of England which is sustainable for the long-term future and, in particular:</p> <ul style="list-style-type: none"> • Enable its potential for economic growth to be achieved in a balanced way, in the interests of all the people of the region and the UK and beyond. • Spread the benefits of growth more equally, so as to reduce poverty, crime, ill health and social exclusion and reduce inequalities. • Foster a sense of well-being and self-worth by enabling people to achieve their full potential, and providing for rewarding employment, learning and leisure. • Protect and enhance the quality of the region's natural and built environment. • Manage the use of resources sustainably and innovatively, in order to minimise the region's global environmental impact. <p>Objectives</p> <ul style="list-style-type: none"> • To achieve sustainable levels of prosperity and economic growth. • To deliver more sustainable patterns of location of development, including employment and housing. • To protect and maintain our most valuable regional assets such as designated habitats, landscapes of natural beauty, and our historic built heritage, and to improve the wider environment by means of adequate investment and management. • To reduce our consumption of fossil fuels. • To achieve a more equitable sharing of the benefits of prosperity across all sectors of society and fairer access to services, focusing on deprived areas in the region. • To use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources or recycled alternatives wherever possible. • To minimise our production of by-products or wastes, aiming for 'closed systems' where possible. • To avoid using the global environment to underwrite our own unsustainable way of life (e.g. dependence on unsustainably produced and/or transported food imports or timber). • To revitalise town centres to promote a return to sustainable urban living. 	<p>as a regional template based on the UK Sustainable Development Strategy.</p>
<p><i>Sustainable Communities in the East of England – Building for the future – ODPM (2004)</i></p>		
<p>This document sets out a programme of action to tackle pressing problems in communities in England, particularly that homes are unaffordable in some areas, but are being abandoned in others. This document marks a step change in the</p>	<p>The main elements are:</p> <p>Sustainable communities:</p> <ul style="list-style-type: none"> • To improve housing and communities including regeneration of deprived areas. • A new regional approach to housing policy. • To speed up planning. 	<p>CONTEXT</p> <p>Key issues identified at Colne Harbour comprise of some of the issues highlighted in this sustainable communities document. SPD should take account of elements of the vision to ensure consistency with</p>

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<p>Government's approach, a strengthened determination by government to reverse, over the next 15-20 years, some damaging, deep-seated trends.</p> <p>It is part of the Government's wider drive to raise the quality of life in communities. It sets out a long-term vision as well as immediate action to increase and refocus investment, to accelerate change and address the most acute needs. It builds on existing policies and actions, notably those in the Urban and Rural White Papers, policies for devolving power to regions, and modernisation of local government.</p>	<p>Step change in housing supply:</p> <ul style="list-style-type: none"> • More affordable homes, including: • Key worker housing. • Support for people who wish to move into home ownership. • Action on empty properties. • New focus on helping people into home ownership. <p>New growth areas:</p> <ul style="list-style-type: none"> • Thames Gateway (with new development agencies) and three other growth areas • Cabinet Committee chaired by Prime Minister to plan for development of the Gateway. <p>Decent homes:</p> <ul style="list-style-type: none"> • To bring council homes up to a decent standard. • To tackle low demand and abandonment. • To tackle homelessness. • Action to tackle bad landlords. <p>Countryside and local environment:</p> <ul style="list-style-type: none"> • Guarantee to protect green belt. • To improve local environment - parks and public spaces. • Over 5,000 affordable homes in villages. <p>All figures are totals for 2003-04 to 2005-06.</p>	<p>aims of the national Sustainable Communities Plan.</p>
<p><i>A shared Vision: the regional economic strategy for the East of England – East of England Development Agency (2004)</i></p>		
<p>A shared vision: the regional economic strategy for the East of England represents the latest revision of the regional economic strategy for the region, which was originally produced in 1999 and revised in 2001. This document takes into account, policy initiatives, data and research that post-date the production of the 2001 strategy.</p>	<p>Vision 'a leading economy, founded on our world-class knowledge base and the creativity and enterprise of our people, in order to improve the quality of life of all who live and work here'</p> <p>Objectives The RES contains eight goals and associated priorities. These goals include:</p> <ol style="list-style-type: none"> 1. a skills base that can support a world-class economy 2. growing competitiveness, productivity and entrepreneurship 3. global leadership in developing and realising innovation in science, technology and research 	<p>STRATEGIC</p> <p>The RES for the East of England will make up one of the elements of the East of England Plan (RSS). Once adopted, this will replace Regional Planning Guidance. The SPD should represent a local interpretation of the regional and global goals and be consistent with the objectives and goals of the RES.</p>

Overall Aim or Purpose of Document	Key objectives relevant to the Sustainable Appraisal of Colne Harbour SPD	Relevance to and implications for Colne Harbour SPD
<p>This document sits alongside a suite of emerging core strategies and a new integrated regional strategy. Together these new strategies give an up-to-date and coherent regional script to assist regional and local partners in delivering against the priorities of the regional economic strategy.</p>	<ol style="list-style-type: none"> 4. high quality places to work and live 5. social inclusion and broad participation in the regional economy 6. making the most from the development of international gateways and national and regional transport corridors 7. a leading information society 8. an exemplar in environmental technologies and the efficient use of resources 	
<p><i>Revised regional housing strategy for the East of England: Strategy Document 2005-2010 – East of England Regional Assembly (2005)</i></p>		
<p>The Regional Housing Strategy sets out a vision, strategic aims, and objectives to guide the provision of housing in the Region. Key issues addressed by the Strategy include Providing the right amount of homes, of the right types, in the right place and at the right price, to meet regional needs.</p>	<p>Vision</p> <p>This Regional Environment Strategy is based on a vision of a prosperous and socially inclusive East of England that recognises the value of the environment as an integral part of the region's current and future sustainable development: The Strategy sets out an ambitious agenda for celebrating, protecting and enhancing our natural, historic and built environment. It highlights the importance of the environment to the broader improvement of quality of life for everyone in the region.</p> <p>Objectives</p> <p>The regional priorities and strategic aims identified are:</p> <p>Delivering sustainable patterns and forms of development</p> <ul style="list-style-type: none"> • Accommodate population and economic growth whilst protecting and enhancing the environment. • Reduce the need to travel and achieve a switch to more sustainable modes of transport. • Deliver sustainable design. <p>Meeting the challenges and opportunities of climate change</p> <ul style="list-style-type: none"> • Reduce vulnerability of the region to climate change. • Promote energy conservation and a switch to renewable energy sources. • Harness environmental benefits arising from climate change. <p>Ensuring environmental sustainability in the economy</p> <ul style="list-style-type: none"> • Improve the environmental awareness, skills, and housekeeping of business and the workforce. • Promote the environmental economy. 	<p>STRATEGIC</p> <p>The RHS recognises the need for more affordable housing, one of the key issues identified concerning Colne Harbour. The SPD should be consistent with the aims of the RHS, which will also be considered as part of the East Of England Plan once adopted.</p>

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	<ul style="list-style-type: none"> • Deliver more sustainable agriculture. <p>Enhancing environmental capital</p> <ul style="list-style-type: none"> • Maintain and strengthen landscape and townscape character. • Enhance biodiversity. • Conserve and enhance the historic environment. <p>Achieving sustainable lifestyles</p> <ul style="list-style-type: none"> • Reduce the region's global environmental impact. • Increase understanding and ownership of environmental issues. 	
<i>'Our Environment, Our Future' The Regional Environmentd Strategy for The East of England - East of England Regional Assembly (2003)</i>		
<p>This document sets out the first ever Environment Strategy that covers the whole of the East of England.</p> <p>It comprises a summary of the current state of the environment of the East of England; a description of the main environmental challenges facing the region; a series of aims for responding to these challenges; and a number of key actions that will need to be carried out in order to meet the aims of the Strategy, as well as indicators for measuring success.</p>	<p>Vision This Regional Environment Strategy is based on a vision of a prosperous and socially inclusive East of England that recognises the value of the environment as an integral part of the region's current and future sustainable development: The Strategy sets out an ambitious agenda for celebrating, protecting and enhancing our natural, historic and built environment. It highlights the importance of the environment to the broader improvement of quality of life for everyone in the region.</p> <p>Objectives The regional priorities and strategic aims identified are:</p> <p>Delivering sustainable patterns and forms of development</p> <ul style="list-style-type: none"> • Accommodate population and economic growth whilst protecting and enhancing the environment. • Reduce the need to travel and achieve a switch to more sustainable modes of transport. • Deliver sustainable design. <p>Meeting the challenges and opportunities of climate change</p> <ul style="list-style-type: none"> • Reduce vulnerability of the region to climate change. • Promote energy conservation and a switch to renewable energy sources. • Harness environmental benefits arising from climate change. <p>Ensuring environmental sustainability in the economy</p> <ul style="list-style-type: none"> • Improve the environmental awareness, skills, and housekeeping of business and the workforce. • Promote the environmental economy. • Deliver more sustainable agriculture. 	<p>STRATEGIC</p> <p>The SPD should adhere to the environmental improvement and protection goals outlined in the strategy. They consist of general good practice principles and goals but with a regional focus. The Regional Environmental Strategy is considered as part of the East of England RSS.</p>

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	Enhancing environmental capital <ul style="list-style-type: none"> • Maintain and strengthen landscape and townscape character. • Enhance biodiversity. • Conserve and enhance the historic environment. 	
Local		
<i>'Transport for Colchester' - Essex EC and Colchester BC (2004)</i>		
<p>The document was initiated following concerns about the impact major development will have on the existing transport network in the coming years.</p> <p>The document aims to contribute to the aims of the strategic and local plans by 'developing an efficient, effective and sustainable integrated multi-modal transport network for Colchester'</p>	<p>Strategic Objectives</p> <ul style="list-style-type: none"> • To develop a long term plan governing strategic transportation movements in the town • To underpin the corporate priorities of Colchester Borough's Strategic plan, in particular to: • Promote economic prosperity and tackle deprivation; • Ensure the quality of life expected of a prestige town; and • To be the cleanest and greenest borough in the country <p>Specific Objectives</p> <ul style="list-style-type: none"> • Take active measures to reduce and minimise existing congestion and to deal with the impact of projected growth • Provide choice of transport mode for both long and short journeys • Obtain funding for transport improvements and ensure that sufficient funding is available to maintain the transport network • Identify and develop high quality key transport interchanges <p>Relevant Proposals</p> <ul style="list-style-type: none"> • A new station is required to serve the University development and increased housing at Hythe Quays • The Hythe Station also requires complete modernisation, to address the current personal security and attractiveness issues. Need to increase frequency of services and create secure and attractive pedestrian and cycle links from Greenstead to the Station. • A review of pedestrian and cycle links to all stations is required to ensure that all stations 	<p>DIRECT INFLUENCE</p> <p>Transport infrastructure and service improvements are two of the key issues facing the development area. Traffic growth and the dominance of the car as the main mode of travel is regarded as one of Colchester's biggest challenges. The projected level of growth cannot be supported within Colchester's existing transport network.</p> <p>In addition to traffic projections (see opposite), additional traffic will be created if Colchester's aspirations to increase employment and tourism throughout the borough are realised.</p> <p>Included in the specific objectives and proposals of the document are intentions to attain funding for transport improvements.</p> <p>Proposals to develop high quality key transport interchanges in Colchester should also have positive implications for accessibility to The Hythe/ Colne Harbour</p> <p>The Colne Causeway – Recreation</p>

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	<p>have safe access points.</p> <ul style="list-style-type: none"> • The County Council will continue to seek to increase levels of rail services through the TOC, SRA and by obtaining developer funding • Major improvements to the A133 corridor to allow this road to be promoted as an inner relief road/access corridor (road runs close to north-western edge of site) • Investigation into feasibility of developing a western/southern bypass route. This could include a combination of providing new links from the western bypass to east Colchester. This would provide a complete southern outer relief road. This is not identified in the current Local Plan. • The report recognises that redevelopment at The Hythe will require serving by a high quality bus service. It suggests that an important new link in East Colchester is from Colne Causeway at Hythe, due west to Recreation road, and giving a new bus-corridor route into the town centre via Military Road. The short 'Missing Link' at Hythe is a route that has already been improved for walkers and cyclists. 	<p>Road link would provide a high quality bus corridor and improved links with Colchester City Centre. Together with improvements to Hythe Station, these proposals promote a comprehensive multi-modal public transport network through Colne Harbour and improved links with the central Colchester.</p>
<i>Colchester's New Transport Strategy – Colchester Borough Council (2001)</i>		
<p>The Plan was designed as a review of the existing transportation strategy (review began 1998).</p> <p>Developed in partnership with Essex CC, the Highways Authority and the wider community of Colchester, the Plan is designed to provide transportation policies and a strategy for the borough.</p> <p>It is the result of market research, other public consultations, and research into the various transport issues (called 'Future Moves')</p>	<p>Objectives</p> <p>The objectives of the plan are based on the promotion of the economic, social and cultural well being of the borough.</p> <p>Improving accessibility, mobility, investment in transport, partnerships, and making Colchester the 'cleanest and greenest borough in the country', reducing air pollution, and the need to travel by car are stated objectives, along with the promotion of a healthy, pleasant and safe environment in which to live, travel and work, and the reduction of traffic congestion by encouraging methods of travelling such as cycling, walking and using public transport.</p> <p>The Plan recognises that regeneration in the Hythe/ Colne harbour area will attract travel from a wide area. The Plan also recognises that comprehensive transportation measures will be needed if regeneration is to be successful. The Plan also recognises however, that 'present indications are that little funding for transport improvements will be available in the short term from regeneration grants'.</p> <p>Suggests retention of Hythe station is likely, though 'future services will more probably be shared with a new University Station'.</p>	<p>DIRECT INFLUENCE</p> <p>The New Transport Strategy will be adopted as Supplementary Planning Guidance. It will be further reviewed upon conclusion of more area-based transport studies.</p> <p>When adopted, the SPG will need to be taken into account when considering transport in Colne Harbour, to ensure accordance with the Local Plan.</p>

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<i>Essex and Southend-on-Sea Replacement structure Plan (ECC and Southend-on-Sea BC, 2001)</i>		
<p>The Essex and Southend on Sea Replacement Structure Plan has been prepared jointly by Essex County Council and Southend on Sea Borough Council. After an extensive programme of public consultation, resulting in a number of changes to its original proposals, the Plan was adopted by both authorities on 9th April 2001, on which date its policies came into operation.</p> <p>The adopted plan forms part of the statutory development plan for the combined areas of the two authorities. As such, it provides the essential strategic guidance for land use planning decisions affecting these areas, including the preparation of more detailed local plans by Borough and District Councils and detailed control of development within the Plan area.</p> <p>The intention of its planning strategy and policies is to achieve a balanced and sustainable pattern of development within Essex and</p>	<p>Core Strategy</p> <ul style="list-style-type: none"> • Achieving Sustainable Urban Regeneration • Protecting the natural and built environment • Encouraging economic success • Sustainable New Development when considering releasing land for development • Sustainable Transport proposals and investment <p>While the main 'aims' expressed in the Plan are to be considered in an equal and balanced way to achieve the vision of a sustainable future for the Plan area, underlying the framework of main aims is the need to improve the economic performance of the Plan area in an environmentally sustainable manner.</p> <p>Relevant Aims:</p> <ol style="list-style-type: none"> 1. To concentrate new development and redevelopment, wherever possible, within existing urban areas by making best use of their spare capacity, range of facilities, and choice of means of transport. 2. To promote more compact patterns of development on all types of site through use of appropriate densities, which minimise land requirements, and mixed-use developments, which provide more balanced, better integrated housing, employment, education, shopping, leisure and other community facilities in closer proximity. 3. To promote a significant enhancement of the vitality and viability of the urban environment by making urban areas more attractive places in which to live, work, learn, shop, spend leisure time, and invest. 4. To promote a more prosperous, vigorous, and competitive local economy by providing attractive sites/premises to meet the needs of existing firms, growing businesses, and inward investors. 	<p>DIRECT INFLUENCE</p> <p>Together with the relevant local plans, the Replacement Structure Plan will guide the planning and development decisions relating to land in the Plan area for the foreseeable future.</p> <p>The structure plan remains in force until September 2007, unless the East of England Plan is adopted before this date and the structure plan is superseded.</p> <p>The SPD should be consistent with the relevant aims and overall strategy of the Plan.</p>

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<p>Southend in the future. In particular, they seek a pattern of development which balances homes, jobs, leisure, education, community facilities and infrastructure in all parts of the Plan area, whilst at the same time safeguarding the environment and improving the quality of life for everyone.</p>	<ol style="list-style-type: none"> 5. Increase local employment opportunities across the plan area whilst at the same time reducing the spatial disparities in economic success between its different parts, in particular by securing economic regeneration in those parts of the area where there is a priority need for this. 6. To target investment, infrastructure provision, and land allocations to facilitate the development and regeneration of urban areas and give particular support and priority to those areas identified as being in need of economic regeneration. 7. To provide sufficient housing for all those who need to live and work in the plan areas, as the need arises, through an appropriate range of dwellings in relation to type, size, design, tenure, price and affordability. 8. To protect, maintain, and enhance the area's biodiversity, nature conservation, landscape, natural resources, and built and historic environment, with specific priority being given to protecting and enhancing those areas and resources which have intrinsic environmental quality or value. 9. To maintain and develop a transport network which supports; <ul style="list-style-type: none"> • The implementation of the Plan's strategy, provision of new development, and promotion of economic regeneration and success; • An integrated approach which provides for choice of means of travel, transfer between different travel modes on journeys, and the most effective use of existing and new infrastructure; • More sustainable travel patterns, over shorter distances and the opportunity to be less reliant on the private car; and • Greater accessibility for all, including the mobility impaired and the economically disadvantaged. 	
<p><i>Adopted Review Colchester Borough Local Plan 2004-2011 – Colchester Borough Council (2004)</i></p>		
<p>The Colchester Borough Local Plan is the statutory district-wide Local Plan prepared as required by the 1991 Planning and Compensation Act and in accordance with the Town and Country Planning (Development Plan) (England) Regulations 1999. It provides comprehensive and up-to-</p>	<p>Local Plan Strategy</p> <p>The Plan is environmentally led and based on 11 strategic objectives which cover both the urban and rural areas, as follows:</p> <ul style="list-style-type: none"> - To protect and enhance important natural resources; - To protect and enhance important cultural and historic resources; - To protect the character, environment and setting of Colchester Town Centre Conservation Area and 	<p>DIRECT INFLUENCE</p> <p>The SPD is required to be in accordance with the Local Plan. As the Adopted Review Colchester Borough Local Plan 2004 sets out the current planning policy relating to the Borough, with particular reference to East Colchester and the Hythe as a</p>

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<p>date planning policy coverage for the Borough until 2011. As well as the board strategy and overall development control policy the Plan also sets focuses in greater detail on specific areas, one of which is East Colchester and the Hythe.</p>	<p>the town generally;</p> <ul style="list-style-type: none"> - To protect and enhance important greenlinks within the town and green wedges between settlements; - To provide for a level of new development compatible with safeguarding the area's key environmental and historical features; - To protect and promote the vitality and viability of Colchester Town Centre; - To protect and promote the viability of rural and urban communities; - To phase the provision of new development, particularly having regard to the availability of services; - To protect existing important services and facilities and encourage the provision of new services in locations close to people's homes and/or accessible by non-car modes of travel; - To promote further employment opportunities in locations convenient to people's homes and accessible by non-car modes of travel; - To promote a balanced approach to transport infrastructure, but always giving priority to pedestrians, cycling and public transport where appropriate in environmental and road-safety terms. <p>It is recognised from the outset that in the Plan period, major areas of change in Colchester and Stanway will be at Mile End, Stanway, the Hythe and Colchester Garrison. For Mile End and Stanway, the Plan largely rolls forward the previous Adopted Borough Plan's proposals. The Hythe and the Eastern Approaches to the town are recognised as an area requiring major regeneration, and the Plan provides a framework to carry out a comprehensive regeneration package.</p> <p>Resources</p> <p>The Local Plan recognises the importance of the coastal and estuary areas within the borough and in the context of the wider Essex coastline as a natural resource.</p> <p>(f) Salary Brook and Lower Colne Valley</p> <p>This CCA is an important green wedge between Wivenhoe, Rowhedge, Colchester and the University of Essex. It includes the Salary Brook Valley, between the University and Greenstead and the Hythe. It is of considerable landscape value, forms part of the Coastal Protection Belt (defined in CEI and on the Proposals Map) and contains a number of nature conservation sites.</p> <p>Hythe and East Colchester</p> <p>The main elements of the comprehensive partnership strategy are as follows:</p> <ul style="list-style-type: none"> - Continuing to work with the local community, business interests and appropriate outside bodies to achieve common goals; 	<p>Regeneration Area, the Local Plan sets the parameters within which the SPD is defined.</p>

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	<ul style="list-style-type: none"> - An overall regeneration strategy with development options; - Using the river as a major catalyst for the regeneration strategy; - Controlling development so as to maximise benefits and deliver the strategy. <p>The Plan's objectives with regard to East Colchester and the Hythe are as follows:</p> <ul style="list-style-type: none"> (a) To ensure that all development in the area contributes positively to the social, economic and environmental regeneration of East Colchester; (b) To create a balanced and harmonious mix of uses and environment so as to maximise benefits in the area and Colchester as a whole; (c) To make the river and adjoining sites, from East Bridge downwards, the focus for regeneration and environmental enhancement; (d) To improve the overall environment of the area by: <ul style="list-style-type: none"> (i) removing or reducing sources of pollution and contamination; (ii) protecting and enhancing the natural environment; (iii) upgrading the built environment and protecting the historic heritage; (iv) promoting high standards for new development; (v) improving public transport links and reducing traffic congestion where possible; (vi) promoting regeneration through working and creating partnerships with developers, residents and outside bodies. <p>Identified as a Regeneration Area, a suitable balance and mix of appropriate uses, including community facilities, is encouraged. The plan therefore sets out provisions for achieving a satisfactory overall balance of uses by limiting the percentage of floorspace of the dominant uses within any scheme, and seeking a balanced range of other suitable uses for the remaining parts of the development. This balance and mix could be provided by developing different parts of the site for different uses, or by using buildings for a range of uses. Development would also be expected to contribute towards infrastructure and environmental enhancement. The plan identifies five Key Areas within the Regeneration Area;</p> <p>Area 1 – The Former Moler Works Site</p> <p>Area 2: Former gasworks site, Hythe Quay</p> <p>Area 3: Albany laundry site and adjacent land off Haven Road</p>	

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	<p>Area 4: the Hythe Conservation Area</p> <p>Area 5: King Edward Quay and adjacent sites</p> <p>Development within the RA will be permitted provided it complies with all the relevant key criteria, as set out below:</p> <p>(a) All developments shall provide for a balanced and integrated mix of uses that are compatible with the comprehensive regeneration objectives for the Hythe and East Colchester as set out in paragraph 16.16. The dominant use on any site or within any comprehensive scheme shall occupy no more than 60% of the proposed floorspace. The remaining floorspace shall provide for a balanced range of uses compatible with the overall objectives of the RA and as set out in the individual area policies.</p> <p>(b) The proposed uses shall be compatible with the mix of uses set out for each area, or with schemes already granted planning permission or under construction on adjacent or nearby sites.</p> <p>(c) All developments will be required to be in accord with the criteria set out in the adopted Urban Design SPG.</p> <p>(d) On sites over 0.5ha, where full details are not submitted with initial applications, site appraisals will be required to show clearly how the proposals will fit with, and contribute towards, the strategic objectives and the criteria set out in the SPG. All subsequent detailed proposals will be required to comply with the approved master plan.</p> <p>(e) Development of sites fronting the river will be expected to include uses which attract a significant number of people as visitors, residents or workers. Public access to the riverside should be provided so as to create a continuous riverside walkway and cycleway.</p> <p>(f) Contributions, which should reasonably and fairly relate to the proposed development, will be required from all developments towards the provision of the infrastructure and/or environmental improvements as mentioned above and set out in Table 8. However, these should take into account extraordinary development costs (eg works to decontaminate the site) that might arise from the development. Where contributions have already been made in respect of a particular site, the size and type of those contributions will be taken into account in determining what additional contributions, if any, are required in connection with further phases of development. These contributions will be secured by means of appropriate legal agreements.</p> <p>(g) All applications for development will be required to include, where appropriate, the following specific information:</p> <p>(i) Transport Impact Assessment;</p> <p>(ii) Retail Impact Assessment;</p>	

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	(iii) Environmental Impact Assessment; (iv) Proposals to provide and/or enhance infrastructure for the community or the environment; (v) Site analysis and statement of design principles, including how the urban- design codes set out in the SPG will be applied; (vi) Proposed decontamination measures. (h) Proposals which it is considered would not support, or would prejudice, the objectives of the RA will be refused.	
<i>Colchester Borough Council Supplementary Planning Guidance: Affordable Housing - Colchester Borough Council (2004)</i>		
The Supplementary Planning Guidance (SPG) on Affordable Housing provides clarification further to the Colchester Borough Local Plan on to the circumstances in which the council will seek to secure affordable housing as part of residential development proposals.	The objective of the SPG is to emphasise and clarify the Council's policy that any housing scheme involving 25 or more dwellings, or covering more than 1 hectare, should comprise 25% affordable housing, with 80% of that to be affordable rented housing.	DIRECT INFLUENCE The Colne Harbour SPD is required to be in accordance with the local plan, and the SPGs associated with it. The SPG will guide the consideration of affordable housing in the SPD.
<i>Colchester Borough Council Supplementary Planning Guidance Community Facilities - Colchester Borough Council (2004)</i>		
The Supplementary Planning Guidance on Community Facilities elaborates on Policy CFI of the Colchester Local Borough plan, which sets out the circumstances where contributions towards community facilities may be sought.	The objective of the document is to explain the requirements in the local plan for the provision of community facilities when a development creates a need for them, under section 106 of the Town and Country Planning Act. It sets out the council's guidelines of 0.75m ² of community facility floor space to be provided per dwelling in the development. The SPG describes the expected contributions of developers: - for large scale developments either the provision of a purpose built and equipped centre with a financial contribution towards its running costs, or the provision of a plot of land and the capital to enable the design, construction and running costs for three years. - for smaller scale developments, either providing finance towards a dedicated community space, or providing land with the agreement that the community will seek to raise funds, or providing a capital contribution to invest in existing facilities.	DIRECT INFLUENCE The Colne Harbour SPD is required to be in accordance with the local plan, and the SPGs associated with it. The SPG will guide the consideration of the development of community facilities in the SPD.
<i>An external materials guide for new developments in Colchester - Colchester Borough Council (2004)</i>		
The purpose of the guide is to describe, in basic terms, the range of	The document reviews external materials under the headings of:	DIRECT INFLUENCE Adopted as SPG on 9 th July 2004. To

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<p>traditional materials used in North East Essex, and to provide guidance on the types of materials suitable for maintaining, re-enforcing or re-establishing local character and identity in Colchester.</p>	<ul style="list-style-type: none"> • The traditional Range • Appropriate use of materials <p>The University Quays, Lightship Way, and Colne View, Hythe Quay are reviewed in the guidance as case studies.</p> <ul style="list-style-type: none"> • The University accommodation at the quays is cited as a successful blend of contemporary and traditional materials used to create a distinctive new character on a former industrial site. The use of public art, well designed paving, warm brickwork and strong features such as the bridge to aid legibility is commended. • At Colne View, the Barratt mixed-use development is commended for echoing the nearby Victorian suburb of New Town. The taller warehouse style units on Hythe quay provide appropriate scale and enclosure. Limited use of render provides variety. • The stand-out features are cited as the orange-red brickwork and the paving used throughout. <p>The Guidance provides details of a range of external styles and finishes considered appropriate for north east Essex and Colchester in particular.</p> <p>Developments of a 'striking' contemporary architectural approach are likely to be an exception to the accepted preference for locally sourced materials in the 'North Essex tradition', providing they contribute a positive element to the public realm.</p>	<p>be in accordance with the local plan, the SPD should take account of existing SPG.</p> <p>The Guidance provides useful examples for the context and character of new developments, and discusses what does and does not work, in the Council's opinion.</p>
<p><i>Essex Design Guide: Urban Place Supplement (consultation draft), Essex County Council (2005)</i></p>		
<p>The purpose of the Supplement is to offer guidance for the design and assessment of compact urban development in Essex. It aims to bring about a design and development process that is more collaborative, responds better to meeting local opportunities and needs and delivers high quality environments that produce fewer carbon emissions.</p>	<p>The Supplement builds on and updates the existing Essex Design Guide (1997) in light of PPG3: Housing. It sets out overall design guidance for all development in Essex. It also provides, for the first time, the guidance proposes minimum and maximum housing densities relative to the location of any site within its urban context. The document is set out into three sections:</p> <ul style="list-style-type: none"> • Urban context - The need to better understand the circumstances and performance of urban areas and the communities that inhabit them tends to increase when densities rise. • Influences upon quality - Promoting the belief that the quality of the public realm is paramount and that the architecture should be informed by the local context and civic aspiration and all things should be built to last. • Influences upon sustainability - To help deliver high quality, sustainable development. 	<p>STRATEGIC</p> <p>The supplement provides design guidelines for developments within Essex, although not all of the provisions are able to be adopted as supplementary planning guidance at the present time.</p>

Overall Aim or Purpose of Document	Key objectives relevant to the Sustainable Appraisal of Colne Harbour SPD	Relevance to and implications for Colne Harbour SPD
<i>Colne Harbour Design Framework - Colchester Borough Council and Essex County Council (2001)</i>		
<p>The Design Framework expands upon the strategy, policies and proposals contained in the 2nd Deposit Draft of the Colchester Borough Local Plan to give more detailed guidance for 'the Hythe' area of East Colchester.</p>	<p>Objectives</p> <p>The supplementary planning guidance closely follows the strategic objectives of the local plan, and is particularly aimed at promoting the necessary urban regeneration throughout the Hythe and beyond, by the creation of mid-use, high-quality natural and build environments</p> <p>Mission Statement</p> <p>The purpose of the Design Framework is to guide development in East Colchester in a manner that brings maximum benefit to the town and to the people who will one-day live, work in and visit Colne Harbour. A primary objective is to secure economic regeneration.</p> <p>The design framework is intended to facilitate the delivery of an integrated programme of initiatives that will mobilise resources in a manner that secures benefits and employment for local people. The framework particularly encourages the establishment of new economic activities within a transformed environment that will improve social cohesion and quality of life.</p> <p>The Framework seeks to achieve the mission statement by setting out a number of design codes that cover a number of objectives including;</p> <ul style="list-style-type: none"> • The creation and renewal of neighbourhoods at the University and Hythe respectively. • The construction of a barrage to maintain high-water levels and creating a permanent water front with a hard river edge for walking and cycling and buildings with active frontages facing the river. • Improves linkages and connectivity • The promotion of high-quality mixed-used developments that make the best use of density, building heights, variety and adaptability which create a degree of legibility and visual richness with land marks and focal points. • Minimises pollution, consumption, travelling and waste with efficient energy use • Improving the provision of public transport, such as a new station between the university and river, refurbishing the Hythe Station and creating commuter car parking as well as promoting walking and cycling • The consideration of ecological impact of new development and the creation of green links in addition to the enhancement of existing significant habitats • Create and re-orientate streets to a human scale that focus on pedestrians and cyclist that have 	<p>DIRECT INFLUENCE</p> <p>Sets out the existing objectives for Colne Harbour, through Supplementary Planning Guidance limited to design guidance rather than land use.</p>

Overall Aim or Purpose of Document	Key objectives relevant to the Sustainable Appraisal of Colne Harbour SPD	Relevance to and implications for Colne Harbour SPD
	<p>sufficient public facilities and feel safe.</p> <p>The Framework also identifies potential for generating £13 through planning gains.</p>	
<i>Colchester 2020 – ‘A Vision for Our Future’, Colchester’s Community Strategy - Local Strategic Partnership (2003)</i>		
<p>Each borough is required by the Government to involve their local people in developing a Community Strategy. Colchester 2020 is the Community Strategy for Colchester, setting out a vision for the borough’s future.</p>	<p>Objective</p> <p>Colchester 2020 sets out an overall vision to develop Colchester as a prestigious regional centre.</p> <ul style="list-style-type: none"> • ‘Colchester is going to be a centre of excellence and innovation for culture, education and learning, recognised regionally, nationally and internationally. • Colchester will become a preferred destination for visitors, for business location and for investment. • We will create a sustainable environment in which people will continue to enjoy high levels of health and well-being, but with modern health and social care services for those who need them. <p>In short, Colchester will be a place where people, families, their communities and businesses thrive; where everyone has the opportunity to achieve their full potential’.</p> <p>Targets</p> <p>The Strategy also sets out an action plan with a number of short term targets set under three headings:</p> <p>Communicating the vision</p> <ul style="list-style-type: none"> • Engaging the community in the Vision • Promote Colchester and the Vision in the Region <p>Projects for delivery</p> <ul style="list-style-type: none"> • A new district hospital • A university medical school • New and accessible primary care facilities • Community stadium (and regional conference centre) • University research park • Contemporary arts facility • New Garrison <p>Themes for improvement</p> <ul style="list-style-type: none"> • Excellent schools and colleges • Integrated transport system • Outstanding heritage and modern architecture • Affordable housing • New employers / jobs skills 	<p>DIRECT INFLUENCE</p> <p>Provides community based objectives to be expressed through the SPD.</p>

Overall Aim or Purpose of Document	Key objectives relevant to the Sustainable Appraisal of Colne Harbour SPD	Relevance to and implications for Colne Harbour SPD
<i>Contaminated Land Strategy for Colchester Borough Council - Colchester Borough Council (2000)</i>		
<p>The industrial history of Colchester, mineral extraction from the Colne, and other goods shipped from the harbour, has led to possible contaminated land issues in the Borough.</p> <p>This strategy outlines how CBC will deal with contaminated land in the Borough. It describes how the Council will identify and prioritise sites for further investigation, as well as information about the liability, enforcement and remediation; and contacts that can be drawn on for advice and expertise</p>	<p>Objectives Conform to Statutory Guidance as outlined in DETR Circular 02/2000 which states that every local authority shall cause its area to be inspected from time to time for the purpose of:</p> <ul style="list-style-type: none"> • Identifying contaminated land; and • Enabling the authority to decide whether any such land is land which is required to be a special site <p>These will be carried out along with the following:</p> <ul style="list-style-type: none"> • Identify potentially contaminated sites and prioritise according to risk; • Obtain further information on pollutant linkages and the risk assessment process; • Written records of determination and formal notification; • Outline guidance on liability, enforcement, and remediation; • Follow DETR guidance on the quality control, performance indicators and arrangements for review; • Outline timetable and projected costs 	<p>DIRECT INFLUENCE</p> <p>Any contaminated land identified within the SPD area will be subject to the processes outlined in the Strategy.</p>
<i>Local Economic Development Strategy for Colchester Borough 2004-2007 - Colchester Borough Council (2004)</i>		
<p>The Local Economic Development builds on the Colchester Borough Local Plan to provide an economic vision and actions in relation to the Borough's economic prosperity.</p>	<p>Objectives</p> <p>The Local Economic Development Strategy sets out an overarching vision;</p> <p>'By 2020, to have secured jobs, training and business development opportunities arising from the growth and regeneration of Colchester for the lasting benefit of local communities.'</p> <p>To be achieved through three inter-linking objectives:</p> <ul style="list-style-type: none"> • To contribute to the economic growth and regeneration of the Borough by maximising opportunities for job creation and business growth through the development of the key regeneration sites and other development opportunities. • To reduce joblessness and economic deprivation within the priority wards and across the Borough by increasing access to employment opportunities, improving skills, employability. • To ensure that these actions contribute to, and benefit from, the growth of Haven Gateway as Colchester's economic sub-region by co-ordinating and influencing economic development activities 	<p>DIRECT INFLUENCE</p> <p>The Local Economic Development Strategy sets out actions particularly for the Regeneration Areas and the most deprived wards – both of which will be covered by the SPD</p>

Overall Aim or Purpose of Document	Key objectives relevant to the Sustainable Appraisal of Colne Harbour SPD	Relevance to and implications for Colne Harbour SPD
	<p>and resources for the benefit of the Borough's people and businesses.</p> <p>The Strategy also identifies a number of actions specifically for East Colchester.</p>	
<i>Colchester Strategic Plan 2004-2007 - Colchester Borough Council (2004)</i>		
<p>The Strategic Plan, Colchester's second, is designed to set out a clear direction for the council, identifying priorities and giving focus to service delivery and budget setting. It is closely linked to the Colchester 2020 – the community strategy (Local Strategic Partnership), setting out which priorities the Council will take a lead on.</p>	<p>Objectives</p> <p>The Strategic Plan reiterates the 'Vision for Colchester' outlined in the Community Strategy and priorities regeneration.</p> <p>The Council has three corporate objectives</p> <ul style="list-style-type: none"> • to promote economic prosperity, tackle deprivation and foster social inclusion • to ensure the quality of life expected of a prestigious regional centre • to be the cleanest and greenest borough in the country. <p>The Council also sets out a number of priority services and issues that respond to resident opinion research and can most directly contribute to achieving the vision.</p> <p>Priority Services</p> <ul style="list-style-type: none"> • Street cleaning • Recycling and refuse • Benefits • Planning (development control) • Housing repairs • Culture and tourism <p>Priority Issues</p> <ul style="list-style-type: none"> • Regeneration • Anti-social behaviour • Things for young people to do • Transport infrastructure • Customer service • Homelessness <p>Targets</p> <p>The Strategic Plans also provides details of targets and other objectives under a series of headings including regeneration, which has a specific sub-section for East Colchester, which aims to provide;</p>	<p>DIRECT INFLUENCE</p> <p>Direct influence on priorities in the Colchester area, whilst not providing a planning context.</p>

Overall Aim or Purpose of Document	Key objectives relevant to the Sustainable Appraisal of Colne Harbour SPD	Relevance to and implications for Colne Harbour SPD
	<ul style="list-style-type: none"> • A research park at the university • A new railway station at the university • More than 1,500 new homes • At least 4,500 new jobs • A tidal barrier to retain high water in the river • A maritime centre • Community facilities 	
<i>Colchester Housing Strategy - Colchester Borough Council (2003)</i>		
<p>The housing strategy, which is produced every three years, sets out needs, resources, options, priorities and action plans for the borough. The strategy shows how housing will help the borough to achieve its priorities.</p> <p>The housing strategy considers all types of housing, which includes rented, owned, empty, in use, general needs and housing with support. Housing needs that are not yet met, such as homeless housing are also considered.</p> <p>This housing strategy sets out plans for 2003-2005</p>	<p>Consultation in 2001 showed that the ten top priorities were to:</p> <ul style="list-style-type: none"> • Develop services and resources that prevent and deal with homelessness • Tackle priority crime and disorder issues • Ensure all housing and community services are high quality, accessible and improve quality of life • Provide a range of housing sites that will cater for a variety of densities, housing types and tenures, to need different people's needs • Make informed decisions about the future of the council's housing stock • Produce clear information so that residents and landlords understand their rights and roles • Encourage fullest use of borough's housing stock • Improve customer choice who have housing needs, reduce levels of social exclusion and improve communities' sustainability • Reduce use of b & b accommodation • Work with statutory, business and voluntary agencies to improve access to and supply of good quality housing for low income families. <p>Considerable new, affordable housing will be provided on three of Colchester's regeneration sites. The borough needs to encourage as much affordable housing as possible on new housing developments.</p> <p>Improving the energy efficiency of the borough's homes will help Colchester's corporate priority to be the cleanest and greenest borough in the country.</p> <p>Colchester's key priorities include reducing fuel poverty and improving energy efficiency. This will be achieved by following the principles of the Fuel Poverty Strategy through the work of Warm Homes Team and other partners.</p> <p>Colchester borough council will ensure that housing contributes to good health wherever possible.</p>	<p>DIRECT INFLUENCE</p> <p>Colchester's Housing Strategy sets out objectives relating to all housing in the borough.</p> <p>Regeneration areas are given priority in this study.</p> <p>The SPD should be consistent with the aims and objectives of Colchester's housing strategy.</p>

Overall Aim or Purpose of Document	Key objectives relevant to the Sustainable Appraisal of Colne Harbour SPD	Relevance to and implications for Colne Harbour SPD
	<p>The borough will ensure housing contributes to developing sustainable communities. This will help the borough achieve its 3 corporate priorities:</p> <ul style="list-style-type: none"> • To promote economic prosperity and tackle deprivation • To ensure quality of life expected of a prestige town • To be the cleanest and greenest borough in the country. <p>As a feeling of security is important to the sustainability of communities, the key aims of Colchester's crime and disorder reduction strategy includes measures to reduce crime and increase safety.</p> <p>Colchester's Fuel Poverty Strategy (2001) led to the securing of funding from the Energy Saving Trust to set up Colchester Warm Homes Project.</p> <p>Actions related to sustainability (chapter 8) include:</p> <ul style="list-style-type: none"> • Encouraging walking, cycling and public transport use through negotiations with developers and planning powers on new housing developments and in the four regeneration areas. • Implementing fuel poverty strategy, to improve energy efficiency and encourage generating energy from renewable resources. • Encourage repair, reuse and recycling wherever possible through landlords activities. 	
<i>Colchester's Housing Strategy Update 2004-2005 - Colchester Borough Council (2005)</i>		
<p>An update of the 2003 Housing Strategy (see above)</p>	<p>See 'Housing Strategy' above</p> <p>The Borough is working in partnership with Barratts and Colne Housing Association on a mixed-use development in East Colchester. The scheme of around 160 homes incorporates 'pepper-potting'.</p> <p>On any site of 25 or more homes, or on sites of more than one hectare, the council will seek 25% of the total number of homes provided are affordable homes.</p> <p>The borough work towards achieving a balanced housing market, meeting the needs of all households, not just targeting those in most need.</p> <p>Colchester is committed to supporting the Government's Sustainable Communities Plan aim of tackling homelessness.</p> <p>Colchester's priorities include:</p> <ul style="list-style-type: none"> • To build and sustain an increase of good quality accommodation in the private sector to meet needs 	<p>DIRECT INFLUENCE</p> <p>The SPD should be consistent with the aims and objectives of Colchester's housing strategy.</p>

Overall Aim or Purpose of Document	Key objectives relevant to the Sustainable Appraisal of Colne Harbour SPD	Relevance to and implications for Colne Harbour SPD
	<ul style="list-style-type: none"> • Implement actions in empty homes strategy to increase the supply of affordable housing <p>Colchester’s sustainable communities priorities include:</p> <ul style="list-style-type: none"> • To contribute to creating sustainable communities by assessing and addressing local needs • To contribute to growth and regeneration projects across the borough • To tackle crime and fear of crime • To promote good health • To help residents on low incomes maximise their earnings and make the best use of available resources • To ensure that resources are targeted first at those areas most in need (e.g. the four wards where deprivation is most acute). 	
<p><i>Magdalen Street Development Brief Supplementary Planning Document – Environmental Report, Colchester Borough Council (2005)</i></p>		
<p>The Environmental Report provides the SA for the Magdalen Street Development Brief, an SPD providing guidance to facilitate development of brownfied land to the north of Magdalen Street and Barrack Street.</p>	<p>The appraisal objectives set out in the report include:</p> <ul style="list-style-type: none"> • Create mixed and inclusive communities (PPG 3- see Appendix 2 page 58). <ul style="list-style-type: none"> ○ Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling (PPG 13- See Appendix 2 page 60). ○ To meet rising population needs there is a requirement to maintain high residential densities. Secure an appropriate mix of dwelling size, type and affordability (PPG3 - See Appendix 2 page 58) • Improve the well being, facilities, promote high quality and safe development and create new opportunities for the people living in the area (PPS1 – See Appendix 2 page 56). <ul style="list-style-type: none"> ○ To reduce the incidence of health deprivation and disability. (Colchester Borough Council 2004-2007 Strategic Plan see Appendix 2 page 53) ○ To improve the level of education, skills and training deprivation within the Magdalen Street site. (Colchester Borough Council 2004-2007 Strategic Plan – see Appendix 2 page 52). ○ To reduce the barriers to housing and services within the area. (Colchester Borough Council 2004-2007 Strategic Plan – see Appendix 2 page 54). ○ Ensure that a continual reduction in the levels of crime in Colchester remains. (CABE By Design – Better Places to live – see Appendix 2 page 54). ○ Increase the capacity of youth facilities within the area. 	<p>CONTEXT</p> <p>The Environmental Report of Magdalen Street Development Brief Supplementary Planning Document sets out SA objectives for an area close to Clone Harbour and facing similar issues.</p>

Overall Aim or Purpose of Document	Key objectives relevant to the Sustainable Appraisal of Colne Harbour SPD	Relevance to and implications for Colne Harbour SPD
	<ul style="list-style-type: none"> • Facilitate and promote sustainable and inclusive patterns of urban development (PPS 1). <ul style="list-style-type: none"> ○ Ensure that the rate of income deprivation is reduced. (Colchester Borough Council 2004-2007 Strategic Plan – see Appendix 2 – page 56). ○ Decrease the quantity of employment deprivation within the area. (Colchester Borough Council 2004-2007 Strategic Plan – see Appendix 2 page 56). ○ Improve the level of education, skills and training deprivation within the Magdalen Street development site. (Colchester Borough Council 2004-2007 Strategic Plan – see Appendix 2 page 53). • Contribute to sustainable economic development (PPS 1 - See Appendix 2 page 56). <ul style="list-style-type: none"> ○ Reduce the quantity of vacant commercial units. (PPG 3 and PPS6 – See Appendix 2 page55). • Facilitate and promote sustainable and inclusive patterns of urban development (PPS 1 - See Appendix 2 page 56). <ul style="list-style-type: none"> ○ Improve the level of pedestrian and vehicular permeability into the redevelopment site. (CABE By Design – Better Places to live, a companion guide– See Appendix 2 page 56). ○ Reduce the need to travel (PPS 1-- See Appendix 2 page 55) ○ Facilitate and promote sustainable and inclusive patterns of urban development (PPS 1 - See Appendix 2 page 56). ○ Improve the level of pedestrian and vehicular permeability into the redevelopment site. (CABE By Design – ○ Better Places to live, a companion guide – See Appendix 2 page 56). Reduce the need to travel (PPS 1-- See Appendix 2 page 55) • Promote attractive, usable, durable and adaptable places (PPS1 – See Appendix 2 page 56). <ul style="list-style-type: none"> ○ Enhance the quality of the indoor living environment. (Colchester Borough Council 2004-2007 Strategic Plan – see Appendix 2 page 58). ○ Increase the quality of the outdoor living environment. (Colchester Borough Council 2004-2007 Strategic Plan – see Appendix 2 page 58). 	

APPENDIX 3: Baseline Data

APPENDIX 3. BASELINE DATA

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
Economic				
I. To reduce economic disadvantage by improving access to a wider range of employment opportunities	<p>Relatively low economic activity, particularly in St Andrew's due to high levels of unemployment, particularly youth unemployment.</p> <p>42.2% of 16-24 year olds in St Andrew's are economically inactive / unemployed</p> <p>It has been predicted that the area defined in the SPG is similar to that of New Town Ward with an allowance for economically inactive students – giving a economic activity rate of 71%</p> <p>Lower wages than surrounding wards.</p>	<p>Number of unemployed</p> <p>Economic activity /inactivity rates</p> <p>Wage levels by ward</p>		Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)
	<p>The 2001 Census showed that the economy in Colchester was largely dominated by the service industry sector. Over 75% of jobs in the Borough at this time were in this sector.</p>	<p>Employment types</p>	<p>Decline in Manufacturing and lack of hi-tech industry</p>	<p>Census 2001 , Contextual Indicators Economy</p>
	<p>There are 113,711 economically active (aged 16-74) residents</p> <p>Only 3-4% of students at the University of Essex stay in the borough to work after their studies</p> <p>Unemployment levels are low - Colchester 2.34%, Essex 2.47%, England 3.35%</p> <p>The gross weekly average earnings in Colchester (£353), although above the levels for neighbouring Ipswich (£327) and Tendring (£330), are</p>	<p>Economic activity /inactivity rates</p> <p>Weekly average earnings in Colchester</p>	<p>There has been a significant increase in the number of jobs in the borough since 1993, and it is predicted this growth will continue rising to around 90,000 employed and self-employed jobs by 2011. This is the largest forecast increase in Essex</p>	<p>Colchester Strategic Plan 2004-2007 – Colchester Borough Council (2004)</p>

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
	<p>considerably lower than the average for the eastern region (£387). Compared to the other local authorities in the 'family' of similar councils, Colchester has the third lowest wage levels.</p> <p>Wage levels in the east of England have traditionally been low. Since the decline of the manufacturing industry, Colchester's economy has largely developed around the service sector which includes finance and insurance, retail, legal, health and education. This is not a high-paying sector and there is not the accompanying growth of hi-tech industry which would increase the average wage levels significantly. Most of our residents (72%) work in the borough; 5% travel to London and 3% to Chelmsford. The East of England Development Agency has identified the need to raise the Gross Domestic Product as a priority for the region.</p>	<p>The East of England Development Agency has identified the need to raise the Gross Domestic Product as a priority for the region.</p>		
			<p>Whilst there has been an increase in employment levels throughout Colchester Borough in the last twenty years, this period has seen major changes to Colchester businesses, with a relative decline in the tradition of manufacturing and an increased dependency on a small number of large employers in engineering</p>	<p>The Colchester Economic Audit: Into the New Millennium, A Report Prepared for the Colchester Economic Forum, 2000 in</p> <p>Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)</p>
	<p>The wages in 4 wards covered by the SPG are lower than the average wages for Colchester as a whole.</p>	<p>Wage levels</p>		<p>Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)</p>
	<p>In 2003, the gross weekly pay for full time workers was around £437. The hourly pay was approximately £11. This was lower than the Eastern and British averages.</p>	<p>As Above</p>		<p>Census 2001, Contextual Indicators Economy</p>
	<p>The IMD 2000 showed that Harbour Ward had the fifth lowest average</p>	<p>Income statistics</p>		<p>Census 2001,</p>

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
	<p>level of income of all Colchester's 27 wards.</p> <p>The IMD 2000 showed that St Andrew's Ward had the lowest average level of income of all Colchester's 27 wards.</p> <p>The IMD 2000 showed that St Anne's Ward had the third lowest average level of income of all Colchester's 27 wards.</p>	<p>-</p> <p>Indices of Multiple Deprivation (DETR 2000)</p>		<p>Contextual Indicators Deprivation Profile, iii) Ward Summaries</p>
	<p>All four wards in the SPD area show display relatively high levels of income, employment, health, education and housing deprivation. St Andrew's is in the top 7% of the most deprived wards in the country.</p>	<p>Index of Multiple Deprivation</p>		<p>Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)</p>
	<p>The borough is relatively prosperous, ranking 213 out of 354 districts on the IMD (1 being most deprived). There are however wide variations between prosperity and deprivation. Four wards in the district are in the 20% most deprived wards in the East of England, St Anne's, St Andrew's, Harbour and Berechurch – these are the Borough's 'priority wards'. Three of these are in the 10% most deprived nationally; including St Andrew's which makes up 5% of the Borough's population.</p> <p>Together the priority wards represent 20.7% of the population, 30% of Jobseekers Allowance claimants, 34% of all IS claimants (including 40.9% of all Lone Parent IS claimants) and 37.3% of Incapacity Benefit claimants.</p>	<p>Index of Multiple Deprivation</p> <p>Number of jobseeker /IS/Incapacity benefit claimants</p>		<p>Local Economic Development Strategy for Colchester Borough 2004-2007 Colchester Borough Council (2004)</p>
	<p>In 2004, Colchester was the fourth most deprived district in Essex (IMD 2004).</p> <p>It is estimated that 4% of Colchester's population lived in seriously deprived neighbourhoods.</p> <p>Colchester had the third highest levels of employment and income deprivation of Essex's 12 districts.</p>	<p>Indices of Multiple Deprivation - DETR 2000</p> <p>Unemployment figures/income levels</p>	<p>Although it is not possible to make direct comparisons due to changes in the calculation of indices, there has been minimal change in overall deprivation levels in Colchester between 2000 and 2004.</p>	<p>Census 2001, Contextual Indicators. Socio-Economic Issues</p>

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
	<p>The most deprived neighbourhood in Colchester is situated in the ward of St Anne's.</p>			
	<p>Colchester is ranked 195th out of 354 districts in England, according to the IMD for year 2000.</p>	<p>As Above</p>		<p>Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)</p>
	<p>The IMD 2000 showed that Harbour ward had the fourth highest proportion of people aged between 16 and 60 with poor literacy skills and the fifth highest proportion of the same age group with poor numeracy skills of all 27 wards in Colchester Borough.</p> <p>The IMD 2000 showed that St Andrew's ward had the highest proportion of people aged between 16 and 60 with poor literacy skills and the highest proportion of the same age group with poor numeracy skills of all 27 wards in Colchester Borough.</p> <p>The IMD 2000 showed that St Anne's ward had the second highest proportion of people aged between 16 and 60 with poor literacy skills and the second highest proportion of the same age group with poor numeracy skills of all 27 wards in Colchester Borough.</p>	<p>Qualifications/skills – percentage of working age population with qualifications either to NVQ Level 1 or 2/equivalent, NVQ Level 3 or 4 or a trade apprenticeship or with no formal qualifications</p> <p>Qualifications at age 19</p> <p>16 year olds with no qualifications</p> <p>Young people with Level 2 qualifications (a) the proportion of 19 yr olds with lev 2 qual (5 or more</p>		<p>Census 2001, Contextual Indicators, Deprivation Profile, iii) Ward Summaries</p>

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
		GCSEs at Grades A*-C or NVQ equiv) (b) BV38 % of 15 yr old pupils in schools maintained by the LA achieving 5 or more GCSEs at grades A*-C or equiv. Adult education Learning participation		
	Unemployment in Colchester in 2003, was 1.5% (1.6% Essex, 1.9% Eastern Region and 2.8% Nationally) Nomis (2006) puts unemployment in Colchester at 1.7% of the working population	Claimant Count - 2003	The unemployment levels shown by this 2003 claimant count are lower than levels shown in the 2001 Census suggesting decrease in unemployment levels (See below).	Local Economic Development Strategy for Colchester Borough 2004-2007 Colchester Borough Council (2004) Nomis (2006) http://www.nomisweb.co.uk/

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
	<p>There are 113,711 economically active (aged 16-74) residents.</p> <p>Between 2001 and 2011 the Council expects to be accommodating 9,000 new jobs.</p> <p>Only 3-4% of students at the University of Essex stay in the borough to work after their studies</p> <p>Unemployment levels are low - Colchester 2.34%, Essex 2.47%, England 3.35% - Please Note figures higher than in later (2003) Claimant Count (see above)</p>	<p>Number of working age who are econ active</p> <p>% of students who stay in borough after studies</p> <p>Claimant Count</p>	<p>There has been a significant increase in the number of jobs in the borough since 1993, and it is predicted this growth will continue rising to around 90,000 employed and self-employed jobs by 2011. This is the largest forecast increase in Essex</p>	<p>Colchester Strategic Plan 2004-2007, Colchester Borough Council (2004)</p>
	<p>Colchester has a large and growing labour force. In 2001, 78,160 people or 68.7% of Colchester Borough's 16 to 74 year olds were economically active.</p> <p>Unemployment by contrast is relatively low at 2,662 people or 3.41% of those aged 16 to 74. This was below the Essex average of 3.59% and 5.0% for the national average.</p>	<p>As Above</p>	<p>Colchester has a large and growing labour force</p>	<p>Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)</p>
	<p>In 2001, Colchester had the third highest number of long-term unemployed people in Essex (10.75%).</p> <p>In August 2003, 6% of Colchester's population over the age of 16 were receiving Income Support payments.</p>	<p>% of pop'n who are long term unemployed</p> <p>No. of Income Support claimants</p>		<p>Census 2001, Contextual Indicators. Socio-Economic Issues</p>
	<p>In summer 2004, of those people who were of working age (16-64 for men, 16-59 for women) in Colchester, the employment rate was 79.4% during the summer.</p> <p>The 2001 census showed that in that year, 68.7% of people aged 16-74 were economically active.</p>	<p>Number of working age who are econ active</p>		<p>Census 2001, Contextual Indicators. Economy</p>

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
	<p>Unemployment among the same group in 2001 was 2.3%.</p> <p>12.6% of Colchester's population in 2001 were retired.</p> <p>There were approximately 87,000 jobs in Colchester in 2003.</p> <p>In 2003 job density in Colchester was 0.9 jobs per working age resident.</p> <p>The 2001 census showed that 8.2% of 16-19 year olds in Colchester were neither in education or employed.</p>	<p>% of pop'n who are retired</p> <p>No. of jobs</p> <p>No. of jobs per working age resident</p> <p>% of 16-19 yr olds neither in education or employment</p>		
	<p>IMD 2000 showed that Harbour had a marginally higher proportion of full time employed people than the average for Colchester.</p> <p>As shown by IMD 2000 St Andrews had the second lowest proportion of people in full time employment of all wards in the Colchester Borough.</p> <p>IMD 2000 showed that St Anne's ward had a marginally lower proportion than Colchester's average of people in full time employment.</p>	<p>No. of full time employed (ward level)</p>		<p>Census 2001, Contextual Indicators Deprivation Profile, iii) Ward Summaries</p>

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
2. To encourage regeneration which improves the diversity of the local economy, including inward investment in tertiary industries	<p>There are around 87 businesses, employing around 740 people in Hythe area. Employment is highly concentrated within specific sectors – despite the decline in the traditional manufacturing and marine industries a high proportion of employment is within the manufacturing and distribution sectors – proportionally higher than the rest of Colchester. The average of businesses is 9 years old.</p>	<p>Employment Types / Business statistics</p>	<p>The study area is under-represented in the higher value tertiary sector.</p>	<p>Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)</p>
	<p>Colchester generates a number of new businesses (200 or 10 per 1000 pop aged 16-59) each year. This is comparable with other towns in Essex; Only 60% stay in business for more than 3 years, 5.6% lower than the county average.</p> <p>Self-employment accounts for 13.6% of total employment (9800) which is lower than the East of England (14.4%) and Essex (15.2%) but comparable to England as a whole.</p>	<p>No. of new businesses p/a</p> <p>% of pop'n who are Self-employed</p>	<p>Although the Council wishes to encourage business start-up and self-employment there are problems in finding sufficient premises; possibly 440 businesses struggle each year to obtain suitable and affordable accommodation. Similarly, there is a shortage of 'grow on' accommodation for well established businesses.</p>	<p>Local Economic Development Strategy for Colchester Borough 2004-2007 Colchester Borough Council (2004)</p>
	<p>There were 4,885 VAT registered businesses in Colchester in 2003. During this year there were 470 VAT registrations and 465 VAT deregistrations (IDBR).</p>	<p>No. of VAT registered businesses.</p>		<p>Census 2001, Contextual Indicators Economy</p>
	<p>The 2000 IMD showed that the Harbour ward had the second highest number of VAT registered enterprises of all Colchester's boroughs.</p> <p>St Andrew's had the lowest number of VAT registered enterprises of all Colchester's wards (IMD 2000)</p> <p>St Anne's had the second lowest number of VAT registered enterprises of Colchester's wards in 2000 (IMD)</p>	<p>No. of VAT registered enterprises</p>	<p>The number of VAT registered businesses in Colchester varies considerably between wards.</p>	<p>Census 2001, Contextual Indicators Deprivation Profile, iii) Ward Summaries</p>
			<p>Decline of waterborne freight and the final closure of Colchester Port in 2001 has led to a long-term degeneration of the waterfront and surrounding area.</p>	<p>Colne Harbour Maritime Heritage Study, 2005</p>

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
3. To improve the supply of flexible, low cost business accommodation	Prime Zone A rentals for the town centre are around £165 per sqft reducing to £1350-£17 for retail warehouses on the edge of town.	Commercial property rental prices/ statistics	There is a presumption against any new major retail	Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)
	Colchester's industrial accommodation is located in both small, sporadic developments and in larger estates. The maximum rents are £6 per sqft – a yield of 7.5-8%	As Above	Whitehall industrial estate, abutting the study area to the south-east is the only industrial area likely to achieve the maximum £6per sqft.	Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)
	As of Feb 2004 there was 414,000stft of vacant office floor space with prime rates at around £15-£16 per Sqft.	As Above	The office space market is slow and there is currently a disparity between supply and demand. Office space in the study area is limited – new office space could reach around £12per stft, with a yield of 7.5-8%	Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)
4. To increase levels of educational attainment through the provision of opportunities for education and skills development	<p>Harbour Ward had the third lowest proportion of population in the Higher and Intermediate Managerial/Administrative/Professional social grade group of all wards in Colchester (IMD 2000)</p> <p>St Andrew's had the lowest proportion of population in the Higher and Intermediate Managerial/Administrative/Professional social grade category of all wards in Colchester (IMD 2000)</p> <p>St Anne's ward had the highest proportion of its population in Higher and Intermediate Managerial/Administrative/Professional social grade group of the 'deprived wards'. However, this was the fifth lowest of all Colchester's 27 wards.</p>	Proportion of pop'n in the Higher and Intermediate Managerial/Administrative/Professional social grade group		Census 2001, Contextual Indicators Deprivation Profile, iii) Ward Summaries
	Although on average the borough has better basic skills (literacy and numeracy) and more qualifications (academic and vocational) than either the East of England or Essex there is still a large group who are significantly disadvantaged in the labour market, lacking 'job skills'. Some 25% of Colchester's population (1674) has no qualification at all – this is a third worse in the 4 priority wards with 7787 people with no	Qualification and skills attainment (As Before)		Local Economic Development Strategy for Colchester Borough 2004-2007 Colchester Borough Council (2004)

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
	<p>qualification.</p> <p>Employer dissatisfaction with employee skills is twice as high for Colchester (25%) as it is for the whole of Essex (13%). Keyboard/basic office/internet (18%) and marketing (17%) are the largest skills gaps. A quarter of employers also expressed difficulties in recruiting, due to; unsuitable applicants (21%), lack of right skills (20%), poor work attitude/appearance (17%), lack of experience (14%). 93% of employers offer training – although most of this is on-the-job.</p>	<p>No. of employees with recognised skills gaps</p>		
<p>5. To increase the level of health and wellbeing of residents within Colne Harbour to be more in line with Colchester as a whole</p>	<p>In general, and in comparison to national and regional statistics, health statistics for Colchester are favourable.</p> <p>St Andrews is one of the worst wards in England in terms of child poverty.</p>	<p>Mortality by cause</p> <p>Death rates from cancer, circulatory disease, respiratory illnesses, accidents and suicides</p> <p>Infant mortality</p>		<p>Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)</p>
	<p>15.9% of people in Colchester suffer from limiting long-term illness. 11.8% of working age have a limiting long-term illness.</p>	<p>As above plus Work fatalities, injury and sickness rates; working days lost through illness.</p>		<p>Census 2001, Contextual Indicators. Demographic Structure</p>
	<p>Harbour ward had the third highest level of disability in all Colchester's 27 wards (IMD 2000)</p> <p>St Andrew's ward had the highest level of disability in all Colchester's 27 wards. St Andrew's also had the sixth highest of all 284 wards in Essex (IMD 2000).</p> <p>St Anne's ward had the fourth highest level of disability in all</p>	<p>Number of registered disabled</p> <p>Numbers receiving disability welfare</p>		<p>Census 2001 Contextual Indicators Deprivation Profile, iii) Ward Summaries</p>

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
	Colchester's 27 wards (IMD 2000).			
<p>6. To provide adequate affordable housing supply, with improvements in standards of living accommodation</p>	<p>There are a number of recent housing developments taking place in Colchester (Garrison, Highwoods, Turner Rise, Stanway, Balkeme Heights) and the neighbouring town of Wivenhoe. Development was selling (as of Feb 2004) in the town centre at £250 per sqft and £220 per sqft on the edge of town</p>	<p>Market Rates Feb 2004</p>	<p>Rental in the study area could achieve around £20-£25 per sqft</p> <p>Demand retail warehouses is below average</p>	<p>Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)</p>
	<p>Council homes continue to be sold (160 – 180 each year).</p> <p>64% of council homes did not meet the government's decent homes standard in 2002/03.</p> <p>There are around 67,000 households in the borough</p> <p>The number of people accepted by the Council as homeless remains high</p> <p>There is a shortage of affordable permanent homes because:</p> <p>Colchester has both a university and a garrison which bring their own accommodation needs</p> <p>There is an increase in the number of people who now live on their own, and a high number of people living in private sector homes that are larger than their needs</p> <p>Private sector rent levels are high in comparison with wage levels which make sustaining tenancies difficult</p> <p>Temporary accommodation is generally full. The Council is making good progress in reducing the numbers of families in bed and breakfast accommodation.</p>	<p>No. of Council homes sold p/a.</p> <p>No. of Council homes reaching / failing decent homes standards</p> <p>No. of 'accepted' homeless</p> <p>No of persons per household</p> <p>Rental/income affordability ratios</p> <p>No. of families in B&B accommodation</p>	<p>Between 2001 and 2011 the Council expects to be accommodating 11,000 new homes</p> <p>Each year the council accepts around 500 homeless families for rehousing</p> <p>This means that temporary accommodation is generally full. The Council is making good progress in reducing the numbers of families in bed and breakfast accommodation.</p> <p>There is an increase in the number of people who now live on their own, and a high number of people living in private sector homes that are larger than their needs</p>	<p>Colchester Strategic Plan 2004-2007, Colchester Borough Council</p>
	<p>In 2002, 1,143 existing households were considered overcrowded but 24,181 were classified as 'under occupied' (Colchester Borough Council's Housing Needs Survey, 2002).</p>	<p>No. of persons per household/comp are to crowding standards</p>	<p>The Council's Housing Needs Survey (2002) identified the annual need for affordable housing over the next five years is predicted to be 1,776 homes. The supply to meet this is estimated at 1,225 dwellings per year, causing a shortfall of 551 affordable homes per year.</p>	<p>Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)</p>

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
	Some 2,431 existing households in 2002 were registered on the Housing Needs Register (Colchester Housing Survey, 2002).	No. of households on Housing Needs Register	The survey also identifies the needs in the borough to be for socially rented housing rather than low-cost home ownership or cheap housing for sale.	
	<p>In 2001 there were 63,706 households in Colchester Borough and 97% of the resident population lived in households.</p> <p>In 2001 72.34% of households were privately owned, 27.66% were rented.</p> <p>10.94% of all households were rented from a local authority in 2001, 4.34% from a housing association or social landlord and 12.38% from a private landlord.</p> <p>In 2001 39.19% of households comprised married couples, 28.3% were single-person households, 9.34% households comprised cohabiting couples and 8.19% of households comprised lone parent households.</p> <p>The average size of a household in Colchester in 2001 was 2.37 people per household.</p>	<p>No. of residents/house holds</p> <p>No. of households privately owned /rented/HA/LA</p> <p>Marital status of households</p>		Census 2001, Contextual Indicators. Demographic Structure
		Increase based on 1992 DETR household projections, RPG 9 dwelling provisions and April 1996 dwelling stock provision from all sources	Distribution for housing provision is based on a predicted increase of 72,250 dwellings between April 1996 and March 2011. Net dwelling stock increase is predicted to be 11,000 in Colchester.	Essex and Southend-On-Sea Replacement Structure Plan, ECC and SBC, 2001).
		Housing Needs Survey (2002)	The Council's Housing Needs Survey (2002) identified the annual need for affordable housing over the next five years is predicted to be 1,776 homes. The supply to meet this is	CBC SPG: Affordable Housing, Colchester Borough Council (2004)

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
			<p>estimated at 1,225 dwellings per year, causing a shortfall of 551 affordable homes per year.</p> <p>The survey also identifies the needs in the borough to be for socially rented housing rather than low-cost home ownership or cheap housing for sale.</p>	
	<p>In 2002 the results of 3 major surveys showed that:</p> <ul style="list-style-type: none"> • 4,589 homes failed decent homes standards • 2,523 homes were unfit • The borough needs 596 new affordable homes a year from 2002-2007 <p>Of the 65,975 homes in the borough (April 2002) around 69% are owner occupied. 15% are council or housing association homes and 9% are privately rented.</p> <p>Colchester Borough Council has enabled 230 affordable homes to be built or acquired since 1997.</p> <p>30% of households include a 'keyworker'. 76% of them are owner occupiers, 11% are in social rented housing and 13% rent privately.</p> <p>The borough has similar prices to neighbouring council areas, though prices are slightly higher in outlying districts.</p> <p>The cheapest house varied from £58000 to £156000 depending on size.</p> <p>The housing survey found a slightly higher level of housing needs in rural areas than urban areas.</p> <p>Colchester has a number of resources to meet rural housing issues:</p> <ul style="list-style-type: none"> • £1.2 million social housing grant from Colchester Borough Council • £2.6 million approved development programme from the Housing Corporation 	<p>No. of homes reaching/failing decent homes standards</p> <p>Home ownership statistics</p> <p>Affordable homes (based on house price/earnings affordability ratio)</p> <p>Affordable housing completion figures.</p>	<p>Over the next 30 years around £132 million needs to be spent to make all homes decent and to deal with the maintenance needed.</p>	<p>Colchester Housing Strategy, Colchester Borough Council (2003)</p>

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
	<ul style="list-style-type: none"> 3 to 4 acres of housing land for new housing development at 4 sites. 			
	<p>Four of Colchester's Wards are among the top 20% most deprived wards in England.</p> <p>5% of residents live in seriously deprived communities with low adult numeracy and literacy, low incomes, health problems and the highest rate of child poverty in Essex.</p> <p>The housing needs study shows that the average annual household income is £27,000.</p> <p>There are presently 2837 people on the council's Housing Needs Register.</p> <p>The housing needs survey found that rural areas in the borough had the lowest number of both council and housing association homes.</p> <p>A 2002 survey showed that out of 1000 private sector homes, 3.8% failed minimum fitness standards and 27.9% of all private homes present a risk to health and safety when assessed against new housing health and safety rating system.</p> <p>The regeneration of East Colchester aims to provide at least 1,500 new homes with 245 homes already finished. 84 affordable homes have already been secured in East Colchester.</p>	As above	A new housing survey was carried out in 2002 by Fordham Research taking account of new government (DTLR) guidance. The survey showed that 551 affordable housing units will be needed every year between 2002-2007	Colchester's Housing Strategy Update 2004 – 2005 – Colchester Borough Council (2005).
	<p>To provide objective advice to the borough council on the housing potential of the Colchester Borough, in order to assist the council's decision-making in respect of housing allocations in the current Local Plan Review.</p> <p>The study focuses on Colchester, Stanway, Tiptree, Wivenhoe and West Mersea only. It does not consider any other settlements.</p>	Number of potential dwellings	<p>Table 6.1 in the Housing Capacity Study outlines the Net Dwelling Capacity of East Colchester (where Colne Harbour is situated) under three scenarios. The table also outlines the total number of sites identified to be retained and removed.</p> <p>As shown in table 6.1, the Net Dwelling Capacity of East London under different scenarios is:</p> <ul style="list-style-type: none"> Scenario 1 – 1,761 	Colchester Urban Capacity Study - Colchester Borough Council (2001)

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
			<ul style="list-style-type: none"> Scenario 2 – 3,367 Scenario 3 – 3,425 Best fit – 2,529 Standard – 2,818 <p>The total number of sites identified is 76.</p>	
7. To reduce traffic congestion and improve accessibility through alternatives to the private car		Partnership Targets of increasing public transport usage by train by 3 % per annum at Hythe Station.	Partnership targets aim to increase public transport usage on all urban and inter-urban routes (other than low floor bus routes) in the Colchester area by at least 5% by March 2002 and by 25% by March 2006	Colchester's New Transport Strategy (CBC, 2001)
		Number of trips made by car	Traffic levels in Colchester will grow by between 22% (low figure) and 36% (high figure) by 2011 if no action is taken.	Transport for Colchester, ECC and CBC, 2004)
	<p>In 2001, the majority of the working population in Colchester Borough travelled to work by car or van (61.1%).</p> <p>13% of the working population travelled to work by public transport in 2002.</p> <p>In 2001, 9.1% of the Borough's population worked mainly from home.</p> <p>Colchester Borough is the most self contained borough in Essex, with over 77% of the local workforce living within the borough.</p>	<p>Number of trips made by car</p> <p>Passenger travel by modes, cycling and walking</p> <p>Number of trips made by public transport</p> <p>Travel to work modes</p> <p>Commuting distances</p>	Travel for shopping, leisure, education and other activities is generally increasing. This is likely to continue in the future.	Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)
8. To encourage	The Hythe area lacks shops, take-away food outlets and other	Hythe		Economic and Social

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
mixed use redevelopment which reflects the needs of local communities, including improved accessibility to essential services and facilities	<p>restaurants and some residents believe this to be the reason for the small number of local jobs.</p> <p>Problems were identified around the untidiness of the streets, inadequate street lighting and the disrepair of many footpaths.</p> <p>It was recognised that there is a limited provision of leisure and recreation facilities rather than problems with existing facilities.</p>	<p>Community Assessment (2000)</p> <p>Amount of path requiring fixing</p> <p>Number of streetlamps requiring fixing.</p>		<p>Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)</p>
	<p>Since 2001, £3.5 million of funding has been redirected from existing budgets to support the six services which have been prioritised in the Strategic Plan, following feedback from residents. These are:</p> <ul style="list-style-type: none"> • Street cleaning • Refuse and recycling • Housing and council tax benefits • Planning (development control) • Housing repairs • Culture and tourism. <p>About 40% of our total budget is currently spent on these six priority services. 47% is spent on about 50 other basic services, and 13% goes towards key projects to support our corporate objectives.</p> <p>The Council has £1.2 million in its capital programme allocated for East Colchester. This would be a contribution towards the maritime centre and Colne barrier aspects of the continuing regeneration of the Hythe/Colne Harbour area.</p>	<p>% of budget spend on community services (by service)</p>		<p>Colchester Strategic Plan 2004-2007 – Colchester Borough Council (2004)</p>
	<p>Colchester Borough achieves 1.54 hectares per 1000 residents of open space. (Colchester Borough Council Local Plan, 2004), however the national standard is 2.83 hectares per 1000 people</p>	<p>No. of hectares of open space per 1000 residents</p>	<p>Trend for increased provision of recreational and leisure facilities in last 20 years, and increased demand for open space is likely to be seen over the next 10 years.</p>	<p>Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)</p>
9. To create a stronger sense of			<p>The overall levels of crime in Colchester are continuing to fall, and Colchester is the fifth</p>	<p>Colchester Strategic Plan 2004-2007,</p>

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
place and community identity with a high quality, safe living environment			safest of the 14 districts and boroughs in Essex.	Colchester Borough Council
	Between April 2003 and March 2004 Colchester's crime levels were roughly comparable to the East of England regional average.	No. of recorded crimes p/a (by type)	Recorded crime in Colchester increased by 6.2% during the period 2002/03 to 2003/04. This is substantially higher than the average (0.6%) for England and Wales.	Census 2001 Contextual Indicators Socio-economic Issues
	There are no schools directly attached to the Hythe area at present as the population has not reached the required threshold.	Distance travelled to school from inside SPD wards Number of schools/number of children enrolled.		
<i>Environmental</i>				
10. To encourage prudent use of natural resources including improvements to local air, water and soil quality		Achieve a 40% recycling and composting rate by the end of 2005 and aim for an aspirational 60% by 2007 (twice the national target of 30%)		Colchester Strategic Plan 2004-2007, Colchester Borough Council
		Dangerous substances in water Nutrients in water % of river as	Many former industrial sites still lie dormant and there are problems of pollution and environmental decay at the Hythe	Colne Harbour Maritime Heritage Study, 2005

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
		good or fair quality		
	<p>London Clay forms the bedrock underlying the whole of the Borough.</p> <p>Colchester Borough Council has produced a Contaminated Land Strategy. It is understood that the council has carried out preliminary desk based prioritisation of sites that could potentially be contaminated. All information is held by Colchester Borough Council.</p>	Amount of contaminated land	There has been a change in agricultural practices in recent years, resulting in more intensive farming and from pastoral to arable which has led to an increase in soil erosion and a change in regulation cover.	Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)
	The drift geology of Colchester Borough comprises of deposits of sands and gravels; valley and terrace gravels; alluvium deposits occurring throughout the Colne, Blackwater, Roman and Stour valleys; and chalky till to the west of the borough.			Colchester Borough Council (2003) Contaminated Land Strategy, 4 th Revision.
	<p>There are no industrial sources of air pollution in Colchester Borough likely to lead to any breach of UKAQS objectives.</p> <p>Current available data predicts that 9 roadside sites are likely to exceed NO₂ objectives in projections to 2005.</p> <p>The RQO for the River Colne is Grade 3. The river complied fully with Grade 3 standard between 1999-2001, with no data available for 2002.</p> <p>The River Colne has been subject to high nitrate and very high phosphate concentrations in recent years.</p> <p>Fairly to very good chemical and biological water quality results have been achieved for several years in the River Colne</p>	<p>Number of days of air pollution</p> <p>Concentrations of selected air pollutants</p> <p>Sulphur dioxide and nitrogen dioxides emissions</p>	<p>There has been a deterioration of air quality in the Town Centre, predominately due to increased traffic congestion.</p> <p>PM10 concentrations are not expected to breach annual average objective.</p> <p>Water quality is improving and the majority of water quality gauging stations are conforming to RQOs.</p>	Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
<p>11. To reduce the effects of and develop a managed response to climate change, in particular to safeguard against flood risk</p>	<p>The average annual rainfall in the borough is approximately 568mm. (Institute of Hydrology, 2002)</p> <p>The main fluvial features of the borough include the river Colne.</p> <p>Stagnated river flows were experienced on the River Colne following droughts of 1995-1997 (Environment Agency 1998).</p> <p>None of the sea defences provide adequate protection for the 1 in 200 year design flood in the borough (Halcrow Report, Table 7).</p> <p>There is no available data with regards the proportion of households in the borough that have inadequate quality of drinking water.</p> <p>No Strategic Flood Risk Assessment has been undertaken to determine how suitable land is in the borough for development in the future.</p>	<p>Average rainfall</p> <p>Numbers of people and properties affected by flood events</p> <p>Frequency of flood events</p> <p>Development in the floodplain</p> <p>Development in areas at risk of flooding</p>	<p>Increased eutrophication has been experienced due to increases in the use of phosphates and nitrates.</p> <p>There has been an increase in hardstanding which is leading to increased surface water run off and increased flood risk.</p> <p>Increased abstraction has occurred.</p>	<p>Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)</p>
	<p>The River Colne is used for potable, agricultural and recreational use abstraction.</p> <p>Colchester Borough covers an area of 334 km² (33400 hectares)</p> <p>The Colne Estuary National Nature Reserve formed by the Mersea flats is of international importance.</p>			<p>Colchester Borough Council (2003) Contaminated Land Strategy, 4th Revision.</p>
	<p>The power supply sector accounted for approximately 38% of the CO₂ emitted in Essex in 1990 (Atmospheric Research and Information Centre, 1996). However, there are no power stations located within Colchester Borough.</p>	<p>Amount of CO₂ emissions (by source)</p>	<p>Transport is the only source predicted to increase significantly in the next 15 years.</p> <p>The borough is experiencing trends of higher</p>	<p>Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)</p>

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
	<p>Colchester lies on the tidal River Colne and is therefore potentially affected by coastal flooding issues.</p> <p>There is no data available on average energy consumption per person or the amount of renewable energy generated.</p>	Average energy consumption per person	and more torrential rainfall, warmer summers and colder winters.	
<p>12. To maintain and enhance biodiversity and landscape quality</p>	<p>These areas (especially the SSSI) are particularly valuable for their nationally scarce and otherwise diverse plants. They also support varieties of invertebrates together with breeding and wintering birds.</p>	<p>Populations of wild birds</p> <p>Net change in natural/semi-natural habitats</p> <p>Amount of land classified at SSSI</p> <p>Changes in populations of selected characteristic species</p> <p>Trends in plant biodiversity</p> <p>Native species at risk, especially protected species</p>		Adopted Colchester Local Plan, March 2004
	<p>A lack of baseline data for such a relatively small area (Colchester Borough), means that Phase I Habitat Surveys are required as a minimum for Colchester Borough.</p>	As above	<p>Although the populations in Colchester Borough of many species are unknown, it is likely that water vole, skylark and songthrush populations have declined as a result of human activity and possibly climate change.</p>	Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
	<p>Colchester Borough falls into three of the Countryside Agency Areas with similar landscape features: South Suffolk and North Essex Clay Land, Northern Thames Basin and the Greater Thames Estuary (Countryside Agency, Countryside Character, Volume 6, East of England, 1999)</p> <p>The Hythe has seen considerable development, partly on brownfield land surrounding the River Colne.</p> <p>There are no records of protected views within Colchester Borough at present.</p>	<p>Amount of development of brownfield land</p> <p>Number of protected views</p>	<p>Coastal grazing marsh is the most notable decline in important habitats, along with ancient woodlands and traditional orchards.</p>	
<p>13. To maintain and enhance architectural and historical character and quality</p>	<p>Colchester is the oldest town in Britain, and the town centre has an abundance of Scheduled Ancient Monuments and Listed buildings.</p> <p>There are 21 Conservation Areas within Colchester Borough including Hythe Road.</p> <p>There are 88 Scheduled Ancient Monuments within the borough and 1567 Listed Buildings.</p>	<p>No. of ancient monuments and listed buildings</p> <p>Loss or damage to listed buildings and their settings</p> <p>Loss or damage to scheduled ancient monuments and their settings</p>	<p>There is increased urban sprawl around Colchester from retail and housing development.</p> <p>Development on greenfield land has reduced open space.</p> <p>Increases in farm diversification resulting in an increase in tourism related activities and 'horsiculture' has been experienced (CBA, ELCA, 2002). This has increased the amount of footpath erosion and visitor congestion at 'honeypot' sites.</p> <p>Increased water based activities are causing the erosion of saltmarsh in the borough and the deterioration of creeks and of estuaries.</p>	<p>Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)</p>

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
Contextual Demographics				
Population	The total population for the 4 wards covered in the East Colchester Regeneration area SPG is 32,450 – 21.7% of the total population of Colchester (149,443). Within the SPG area there are about 2,100 residents	Population Levels - Census 2001	Significant changes to the composition of the population have taken place, in part, reflecting the decline of industry in the Hythe. The population is relatively young	Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)
			Rapid population growth over the last two decades. Although the average age is younger than the national average, the proportion of residents of a pensionable age is increasing.	Local Economic Development Strategy for Colchester Borough 2004-2007 Colchester Borough Council (2004)
	The population in 2001 was 155,794 making it the third largest Borough in Essex, accounting for 11.9% of the County's population. This represents a much higher rate of population growth than for the UK as a whole and higher than for the County.	Population Levels - Census 2001	This increase partly reflects the trend of net in-migration into the County of Essex to live from other parts of the UK, during the past twenty years and certainly during the 1990s. As the population of Colchester has grown, it has become relatively older, so conforming to a national trend. Notwithstanding this, the proportion of those of pensionable age and older (14.7%) ² is still significantly below the national figure and well below that for Essex at 16.5%. The household size of Colchester Borough households has been falling over thirty years. In 2001, there was an average 2.37 people per household which was similar to the Essex average of 2.38 and 2.36 for England. However, in 1981, the average household size in Colchester Borough Council was 2.742. This means that more new housing was and is required to accommodate the existing population even without the need to allow for	Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
			<p>likely in-migration.</p> <p>The population of Essex is predicted to grow from 1,621,000 to 1,734,000 over next 20 years, including a 32% increase in over-75s (Essex Strategic Health Authority 2003).</p> <p>It is expected that there will be an increase in the population of 15-19 year olds in the Colchester area in the next few years (National Census 2001).</p>	
	<p>The majority of the population is aged 30-59 (42%), 30% are under 30 years and 16% over 60 – the population is however aging, over the next 30 years the number of pensioners will have doubled to 54,000 – the population increase is generally due to people moving into the area, more babies surviving and a longer life expectancy.</p>	<p>Census 2001 - Demographics</p>	<p>The population of just under 160,000 is expected to grow to about 173,000 by 2010.</p>	<p>Colchester Strategic Plan 2004-2007, Colchester Borough Council</p>
	<p>The most densely populated ward is St Andrew's – 4,925 people per square kilometre</p>			<p>Adopted Colchester Local Plan, March 2004</p>
	<p>In mid 2003 the population of Colchester stood at 158,900 people, according to the Office for National Statistics.</p> <p>In mid 2003 Colchester had the second largest population in Essex (increased from 2001).</p> <p>The largest age group in 2003 was the 35-39 age group (7.9%) followed by 30-34 (7.6%). The smallest age group in Colchester was 90+ (0.6%) and 17.4% of the resident population were of retirement age.</p> <p>Colchester's population density averaged 472 people per km², higher</p>	<p>As Above</p>	<p>The population of Colchester had grown by 1.9% (2,900 people) between mid 2001-mid 2003.</p> <p>Between 1982 and 2002 the population of Colchester grew by 12.2% compared with 11.2% growth for East of England region.</p> <p>Office of National Statistics population projections predict a population increase to 173,800 in 2021 (growth of 9.4% from mid-2003)</p> <p>In the year ending June 2003 there was an</p>	<p>Census 2001, Contextual Indicators. Demographic Structure</p>

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
	than Essex and National averages.		inflow of approximately 8,500 to Colchester and an outflow of approximately 7,700. Between 1991-1993 life expectancy in Colchester Borough was 75.1 years. This increased to 77.7 years between 2001-2003.	
	<p>According to most recent data (IMD 2000) St Anne's ward had the third largest population of all Colchester's 27 wards.</p> <p>The IMD 2000 showed Harbour ward had the smallest population of deprived wards.</p> <p>IMD 2000 showed that St Andrews had the second largest population of all the deprived wards.</p>	Indices of Multiple Deprivation – DETR 2000		Census 2001, Contextual Indicators Deprivation Profile, iii) Ward Summaries
	The total population for the 4 wards covered in the East Colchester Regeneration area SPG is 32,450 – 21.7% of the total population of Colchester (149,443). Within the SPG area there are about 2,100 residents	Population Levels - Census 2001	Significant changes to the composition of the population have taken place, in part, reflecting the decline of industry in the Hythe. The population is relatively young	Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)
Diversity	3.8% of people are black or come from ethnic minority groups	Census 2001		Local Economic Development Strategy for Colchester Borough 2004-2007 Colchester Borough Council (2004)
	<p>The Asian or Asian British group accounts for 1.16% of Colchester's population, the largest non-white group in Colchester. The mixed category accounts for the second highest proportion and the Black or Black British accounts for a very small percentage (0.52%) of the population.</p> <p>Around 72% of the population in Colchester was Christian in 2001. Five other religious groups are present; Muslim, Hindu, Jewish, Sikh and Buddhist. Muslim was the second highest religious group at this time (0.76%).</p>	Census 2001		Census 2001, Contextual Indicators. Demographic Structure

Sustainability Framework Objectives	Current baseline	Indicators & Targets	Trends	Data source
	Approximately fifth of the population stated that they had no religion in 2001.			
	<p>The IMD 2000 showed that St Andrews had the highest proportion of people from ethnic minority groups of the deprived wards and the second highest of all wards in Colchester.</p> <p>The vast majority of people living in Colchester in 2001 were born in England.</p>	Indices of Multiple Deprivation – DETR 2000	<p>The proportion of ethnic minority groups rose from 2.31% in 1991 to 3.82% in 2001 (Census 2001). This 55% growth is in line with UK trends.</p> <p>The proportion of English-born people living in Colchester fell from 90.66% in 1991 to 88.96% in 2001 (Census)</p>	Census 2001, Contextual Indicators, Deprivation Profile. iii) Ward Summaries

APPENDIX 4: Appraisal Matrix of the Interim SPD

APPENDIX 4. APPRAISAL OF INTERIM SPD KEY ELEMENTS

SPECIFIC DEVELOPMENT SITES

Explanation:		
<p>Specific site developments, focusing on King Edward Quay and incorporating Haven Road: <i>This appraisal takes into consideration the broad development proposals outlined in section 5 'King Edward Key. This includes the specific site recommendations for:</i></p> <ul style="list-style-type: none"> • King Edward Quay and sub-areas • The Hythe and Hythe Station • Haven Quay • B&W Paxman's Quarter • Hawkins Road and Whitehall Road industrial quarters <p><i>As well as other considerations in sections 5, such as 'development considerations. Where relevant, it also makes reference to the underlying development issues highlighted in Section 2.</i></p>		
Assumptions / Uncertainties:		
<p>There is little consideration of alternative options. Development will incorporate the other Master Plan Principles (Public Realm and Transport)</p>		
Sustainability Objectives	Key Elements	
1. To reduce economic disadvantage by improving access to a wider range of employment opportunities	+/-	<p>The proposed scheme incorporates a mix of business premises including retail, small business units, studios and workshops, as well as bars, cafes and restaurants.</p> <p>Although the SPD Interim Report includes support for existing businesses (para 5.56), and an increase in the number of employers in the area would imply better local opportunities, it is important to provide employment opportunities that are available/suitable for the local population.</p> <p>In line with the SA Scoping Report findings, the SPD interim report acknowledges that the market for larger retail and office space is limited.</p>
2. To encourage regeneration which improves the diversity of the local economy, including inward investment in tertiary industries	++	<p>Facilitating investment from a range of business types by providing a range of different premises would help to spread the economic base of the area and move away from the precarious situation of relying on a few large employers operating in limited and declining sectors. The interim report highlights opportunities for small business and retail outlets, workshops and studios.</p> <p>There is also some opportunity for investment in service industries including bars, cafes and restaurants and a hotel. More emphasis could be made with regard to linkages with the University.</p>
3. To improve the supply of flexible, low cost business accommodation	+/-/?	<p>The cost of land remediation is cited as limiting opportunities to provide business and retail accommodation on some sites within the SPD area (para 5.22). Provision for business accommodation has been included in some aspects of the Master Plan, but information on the cost of premises is limited. High land remediation costs may limit potential for low cost business accommodation.</p>
4. To increase levels of educational attainment through the provision of opportunities for education and skills development	0/?	<p>Although the potential inclusion of a primary school is discussed in relation to the B&W Paxman site, there is little evidence of how the master plan will support SPD objective 10, in identifying opportunities for education and skills development to be brought forward.</p>
5. To increase the level of health and wellbeing of residents within	+/-	<p>Other than benefits derived indirectly through redevelopment and potential employment opportunities there is little evidence of how the Master Plan will deliver health benefits.</p>

Colne Harbour to be more in line with Colchester as a whole		Site Specific: Public open space and a 'kick-about' facility is proposed on the Haven Road Main Site, which could provide important recreational space, however the increase in residential population will put extra strain on already limited resources
6. To provide an adequate affordable housing supply, with improvements in standards of living accommodation	+/0/?	Although affordable housing (para 5.109) is considered a priority, the housing proposed appears to be market led with a focus on lettable (para 28), in order to make development commercially viable. Affordable housing provision has not been calculated against need and there is no target or indication of type of affordable housing required.
7. To reduce traffic congestion and improve accessibility through alternatives to the private car	+/-	Improving public transport and providing better footpaths and cycleways are listed as development contribution priorities and should contribute to greater accessibility and provide alternatives to the car. However, the Master Plan also suggests a maximum average of 1.5 car parking spaces per dwelling as well as 'operational' parking provision for other uses (para 5.55) with dedicated operational parking suggested at the Haven Road main site. This is relatively high parking provision and does not constitute a 'gradual shift in transport mode from car to non-car' or limits 'parking provision for all new non-residential developments to that absolutely essential for the normal functioning of the user concerned' as suggested in the Colchester Local Plan.
8. To encourage mixed use redevelopment which reflects the needs of local communities, including improved accessibility to essential services and facilities	0/?	The 'development component' section of the master plan focuses on built development with little detail of how 'good quality open space' (SPD objective 6) will be incorporated into development other than at Haven Road main site, which is too contaminated for residential development. Also, an increase in residential population will put extra strain on already limited open space resources The B&W Paxman site is considered the preferred location to accommodate a new primary school, however, this site may struggle in creating sufficient development value. Apart from small scale retail, cafés, bars and restaurants, there is also little detail as to how other services, such as health facilities will be delivered.
9. To create a stronger sense of place and community identity with a high quality, safe living environment	+	The interim report details how in general built form, viewpoints and vistas, key frontages, gateways and landmarks that will help define the identity of the area. The report also outlines site specific considerations for the public realm and built form. It is also emphasises the need to 'ensure that a consistent approach is taken and that site specific proposals 'fit' within an overall strategy for the area' (para 5.7)
10. To encourage prudent use of natural resources including improvements to local air, water and soil quality	-/+/?	Large scale new build development will expend large quantities of natural resources and additional development will increase energy and water consumption. Some benefits will be derived though land remediation. Water quality may potentially be adversely affected due to riverside redevelopment. This could be particularly relevant during the construction, when the risk of contamination is increased. The management strategy for the river Colne and its frontages has the potential to address these concerns, although there is little detail of how this strategy will be incorporated into the development components. Redevelopment may also increase vehicle movements with an adverse affect on local air quality. Although the master plan principles on transport issues focus on how to optimise public and sustainable forms of transport there is also provision for additional car parking indicating a higher car usage. There will also be a high number of vehicle movements during construction. Odours from the sewage works may reduce demand for development. The

		Report suggest a 'cordon sanitaire', involving no changes to the Whitehall Road industrial estate in para 2.16, however details are limited. Also para 5.126 highlights Whitehall Road as a 'valuable employment area' which could 'accommodate employment activity which is displaced from elsewhere in Colne Harbour.
11. To reduce the effects of and develop a managed response to climate change, in particular to safeguard against flood risk	--/?	New development and increases in vehicular movement is likely to increase greenhouse gas emissions. There is also a need to reduce and mitigate the current flood risk, as a large proportion of the area falls within Flood Risk Zone 3. Also, changes to surface finishes, such as increased hard-standing, would increase surface run-off and potentially heighten flood risk and pollute the river. There is little detail as to how flood risk will be reduced or mitigated, such as through Sustainable Urban Drainage Systems, or to wider measures to adapt to climate change.
12. To maintain and enhance biodiversity and landscape quality	-/?	There is no indication as to how the Master Plan will 'maximise opportunities for biodiversity and habitat creation', SPD objective 13. It should also be noted that brownfield sites often support numerous species and development may significantly reduce biodiversity – without undertaking a phase 1 habitat survey it is difficult to interpret what the biodiversity implications of development will be. Management of the River Colne and its frontages, SPD objective 12, through developing new riverside developments and undertaking works to re-establish the harbour walls may have biodiversity implications further down stream and will affect the townscape/landscape of the surrounding area. Although tall 'landmark' buildings will help to define the area (para 5.43) they may also have an impact on the wider landscape.
13. To maintain and enhance architectural and historical character and quality	+/?	The maritime and industrial heritage of the harbour is acknowledged as being an important element to retain. Site Specific: The historic environment around the Hythe should be enhanced

THE PUBLIC REALM

Explanation:		
<p>The Public Realm: <i>This appraisal covers the Master Plan Principle – The Public Realm detailed under paras 4.5 – 4.19, incorporating sections on ‘A public realm of the highest quality’ and ‘Public realm priorities for Colne Harbour;</i></p> <ul style="list-style-type: none"> • <i>Enhancing the Colne Quayside</i> • <i>Creating an open space network, and</i> • <i>Supporting pedestrians and cyclists’</i> 		
Assumptions / Uncertainties:		
Development will incorporate the other Master Plan Principles (Development Sites and Transport)		
Sustainability Objectives	Key Elements	
1. To reduce economic disadvantage by improving access to a wider range of employment opportunities	+/?	An attractive setting is often conducive to attracting investment, however, this is not tangible and difficult to assess.
2. To encourage regeneration which improves the diversity of the local economy, including inward investment in tertiary industries	+/?	An attractive setting is often conducive to attracting investment, however, this is not tangible and difficult to assess.
3. To improve the supply of flexible, low cost business accommodation	0	Master Plan Principles on the Public Realm will have no effect on the supply of low cost business accommodation
4. To increase levels of educational attainment through the provision of opportunities for education and skills development	0	Master Plan Principles on the Public Realm will have no effect on increasing 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	+	Two of the three key public realm priorities, creating an open space network and supporting pedestrians and cyclists, potentially could provide health benefits by encouraging more outdoor activity.
6. To provide an adequate affordable housing supply, with improvements in standards of living accommodation	0	Master Plan Principles on the Public Realm will have no effect on the supply of affordable housing
7. To reduce traffic congestion and improve	+	The Master Plan is to build on the Town to Sea trail, contributing towards making walking and cycling more attractive, as well as supporting public transport. Specific measure may include reconfiguring the roundabout leading to

accessibility through alternatives to the private car		Maudlyn Road.
8. To encourage mixed use redevelopment which reflects the needs of local communities, including improved accessibility to essential services and facilities	+/0	Protection and creation, as well as linking, an open space network (para 4.17) provides an important community resource and safe, attractive routes should help provide access to others, although it is unclear where these will be located and how extensive they are likely to be.
9. To create a stronger sense of place and community identity with a high quality, safe living environment	+	Well designed public space provides opportunities to create a strong community identity that provides a high quality and safe living environment. This will support the Colne Harbour Design Guide and the Town to Sea Colne Harbour Maritime Heritage Study to enhance the sense of place through the design and appearance of the public realm, sign branding and through built form.
10. To encourage prudent use of natural resources including improvements to local air, water and soil quality	+/-	<p>Creating an attractive and safe public realm that supports pedestrians and cyclists will help reduce car dependency and in turn localise air pollution from congestion. Development will however, use numerous natural resources.</p> <p>The network of green spaces may contribute to improving the local air quality. The creation of new public space at Haven Road main site need to ensure that any risk to human health from contaminated land has been mitigated before it is used.</p>
11. To reduce the effects of and develop a managed response to climate change, in particular to safeguard against flood risk	+/-/?	<p>Creating an attractive and safe public realm that supports pedestrians and cyclists will help reduce car dependency and in turn greenhouse gas emissions. There is no indication of how the risk of flooding will be reduced or mitigated. Risk of flooding may be heightened due to an increase in hard standing. There is no information on how sustainable urban drainage systems (SuDS) might be incorporated into the scheme.</p>
12. To maintain and enhance biodiversity and landscape quality	+/?	<p>Improvements to the public realm will enhance the urban setting, however, this may ultimately change the character of the river and its setting.</p> <p>Protection of existing, and the establishment of new open space provides opportunities for enhancing biodiversity.</p>
13. To maintain and enhance architectural and historical character and quality	+/?	Although the Interim Report acknowledges the importance of enhancing the maritime and industrial heritage of the area, such large-scale redevelopment may ultimately change the character of the area.

TRANSPORTATION ISSUES

Explanation:		
Transportation Principles: getting around Colne Harbour - <i>This appraisal covers the Master Plan Principle - Transport Issues under paras 4.20 – 4.36</i>		
Assumptions / Uncertainties:		
Development will incorporate the other Master Plan Principles (Development Sites and Public Realm)		
Sustainability Objectives	Key Elements	
1. To reduce economic disadvantage by improving access to a wider range of employment opportunities	0/+/?	Better accessibility resulting from improved public transport, cycle and walk ways might provide greater opportunities for employment and be attractive to investment.
2. To encourage regeneration which improves the diversity of the local economy, including inward investment in tertiary industries	0/+	Better accessibility resulting from improved public transport, cycle and walk ways might provide greater opportunities for employment and be attractive to investment.
3. To improve the supply of flexible, low cost business accommodation	0	Master Plan Principles on the Transport Issues will have no effect on the supply of low cost business accommodation
4. To increase levels of educational attainment through the provision of opportunities for education and skills development	0	Master Plan Principles on the Transport Issues will have no effect on increasing 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	+/?	Reducing dependency on cars will help the health and well being of local residents by encouraging exercise, though walking and cycling, as well as lowering localised air pollution by reducing congestion. A better understanding of the local air quality would be needed to understand wider benefits.
6. To provide an adequate affordable housing supply, with improvements in standards of living accommodation	0	Master Plan Principles on the Transport Issues will have no effect on the provision of adequate affordable housing.
7. To reduce traffic congestion and improve accessibility through alternatives to the	+/?	The Interim Report highlights a raft of 'principles and proposals' to be applied to the Master Plan that make provision for and promote the use of public transport, cycling and walking. There are also some suggested measures to reduce congestion, although these are not included in the main list of principles for application in the Master Plan.

private car		
8. To encourage mixed use redevelopment which reflects the needs of local communities, including improved accessibility to essential services and facilities	+	Improved circulation around Colne Harbour and connectivity with Colchester Town Centre will provide the opportunity for better access for local residents to essential services and facilities. It is important that these measures are supported by the provision of better services and facilities within Colne Harbour.
9. To create a stronger sense of place and community identity with a high quality, safe living environment	+	The cycling and walking routes will help to create a sense of identity by knitting the area together and through 'branded' signs that reinforce the sense of place. Upgrading routes will also contribute to providing a good quality and safe environment.
10. To encourage prudent use of natural resources including improvements to local air, water and soil quality	+/?	Improved circulation and a reduction of car dependency should reduce fuel consumption and help improve local air quality. A better understanding of the local air quality would be needed to understand wider benefits.
11. To reduce the effects of and develop a managed response to climate change, in particular to safeguard against flood risk	+/?	Reduced car dependency should result in less 'greenhouse gas' emissions.
12. To maintain and enhance biodiversity and landscape quality	0	Master Plan Principles on the Transport Issues will have no effect on biodiversity or landscape quality
13. To maintain and enhance architectural and historical character and quality	0/+	Transport plans and policies should seek not to have an impact on the existing architectural and historic character, and could be used to help enhance character and sense of place.

APPENDIX 5: Appraisal Matrix of the Draft SPD

APPENDIX 5. APPRAISAL OF DRAFT SDP KEY ELEMENTS

SPECIFIC DEVELOPMENT SITES

Explanation:		
<p>Specific site developments, focusing on King Edward Quay and Haven Road: <i>This appraisal takes into consideration the broad development proposals outlined in section 6 'King Edward Quay and Key Site Proposals.'</i> It covers the overarching vision, the 'master plan development components' and the 'master plan site proposals' which includes;</p> <ul style="list-style-type: none"> • King Edward Quay North • Haven Road site • Man B&W • Transco • Hythe Quayside • Hythe and Hythe Station • Employment Areas and diversification opportunities – Hawkins Road and Whitehall Road 		
Assumptions / Uncertainties:		
There is little consideration of alternative options.		
Sustainability Objectives	Key Elements	
1. To reduce economic disadvantage by improving access to a wider range of employment opportunities	+/-	<p>The proposed scheme incorporates a mix of business premises including retail, small business units, studios and workshops, as well as bars, cafes and restaurants. It acknowledges that mixed uses may need to be supported by high density residential schemes that bring forward a critical mass of people to make businesses viable (Paragraphs 6.75 – 6.77), but highlights the desire for mixed use development where possible.</p> <p>Employment opportunities are highlighted in reference to particular sites, particularly prominent are:</p> <ul style="list-style-type: none"> • King Edward Quay North – ground floor retail, including a convenience store, bars, restaurants and cafes • Timber Yard – 'Could be restructured to accommodate more intense employment uses <p>There is also a section on 'Employment Areas and Diversification Opportunities', which emphasises the importance of two 'substantial employment areas – Hawkins Road and Whitehall Road' that should be retained and enhanced.</p> <p>Although the Draft SPD outlines potential opportunities for increasing employment provision in Colne Harbour, less clear in how this provision meets the needs of people already living in the area. It is important to provide employment opportunities that are available/suitable for the local population.</p>
2. To encourage regeneration which improves the diversity of the local economy, including inward investment in tertiary industries	++	<p>Facilitating investment from a range of business types by providing a range of different premises would help to spread the economic base of the area and move away from the precarious situation of relying on a few large employers operating in limited and declining sectors. The interim report highlights opportunities for small business and retail outlets, workshops and studios. There is also some opportunity for investment in service industries including bars, cafes and restaurants, a gym and a hotel. The SPD also acknowledges opportunities presented by the close proximity and better links to the University of Essex Research Park in introducing research and development activity into the area (Para 6.154)</p>
3. To improve the supply of flexible, low cost business accommodation	+/-/?	Provision for business accommodation has been included in some aspects of the Master Plan, but information on the cost of premises is limited. High land remediation costs may limit potential for low cost business accommodation.
4. To increase	0/?	Paragraph 3.43 suggests that provision for a primary school has been

levels of educational attainment through the provision of opportunities for education and skills development		'incorporated' in to the master plan on the former Paxman's B&W site. This is less clear in specific discussions on the site (paragraphs 6.128-6.135), where a primary school is considered as one of a number of possible uses (paragraph 6.133). There is little other evidence of how the master plan will support SPD objective 10, in identifying opportunities for education and skills development to be brought forward.
5. To increase the level of health and wellbeing of residents within Colne Harbour to be more in line with Colchester as a whole	+/-	Other than benefits derived indirectly through redevelopment and potential employment opportunities there is little evidence of how the Master Plan will deliver health benefits. Public open space and a 'kick-about' facility is proposed on the Haven Road East Site, which could provide important recreational space, however the increase in residential population will put extra strain on already limited resources
6. To provide an adequate affordable housing supply, with improvements in standards of living accommodation	+/0/?	The Haven Road East site is highlighted as having potential for affordable housing (Paragraph 6.120), in addition to providing public open space and a possible car park or bus interchange and subject to land coming forward. It is also noted however, that this site will have particularly high land remediation costs (Paragraph 6.119). This may limit the viability of delivering affordable housing on this site. Both the Man B&W and Treasco sites are also expected, through development briefs prepared by Colchester Borough Council, to include 25% social housing (Paragraphs 6.132 and 6.140).
7. To reduce traffic congestion and improve accessibility through alternatives to the private car	+/-	Improving transportation in and around Colne Harbour is a key element of the SPD, with Chapter 5 dedicated to these issues. An appraisal of this key element is undertaken below. This appraisal focuses only to the transport issues relating to the development components. Paragraph 6.59 highlights that 'it is vital for new development at King Edward Quay to be supported by' better transport networks, particularly locally focused public transport improvements, investment in pedestrian and cycle routes and new foot bridges. Accessibility and connection to pedestrian routes and green links is reiterated throughout. This should contribute to greater accessibility and provide alternatives to the car. The Master Plan also suggests, however, single parking spaces for apartments and two spaces for town houses as well as 'operational' parking provision for other uses (paragraph 6.62) with dedicated operational parking suggested at the Haven Road main site. This is relatively high parking provision and does not constitute a 'gradual shift in transport mode from car to non-car' or limits 'parking provision for all new non-residential developments to that absolutely essential for the normal functioning of the user concerned' as suggested in the Colchester Local Plan.
8. To encourage mixed use redevelopment which reflects the needs of local communities, including improved accessibility to essential services and facilities	0/?	The SPD Master Plan suggests incorporating a community room that will 'address the identified need for additional facilities in the area' (paragraph 6.74) should be incorporated in to development as King Edward Quay North. There is also an increase in public space provision and the possibility of a primary school to be accommodated on the Man B&W site. Aside from this, there is, little detail as to how the wider development relates to the needs of the current population, such as the need for health facilities. Also, an increased residential population will put increasing strain on existing services.
9. To create a stronger sense of place and community identity with a high quality, safe living environment	+	The SPD details how in general built form, viewpoints and vistas, key frontages, gateways and landmarks that will help define the identity of the area and supporting the principles set out in the Colne Harbour Design Framework. The report also outlines site specific considerations for the public realm and built form.

<p>10. To encourage prudent use of natural resources including improvements to local air, water and soil quality</p>	<p>-/+/?</p>	<p>Large scale new build development will expend large quantities of natural resources and additional development will increase energy and water consumption.</p> <p>Some benefits will be derived though land remediation.</p> <p>Water quality may potentially be adversely affected due to riverside redevelopment. This could be particularly relevant during the construction, when the risk of contamination is increased. The management strategy for the river Colne and its frontages has the potential to address these concerns, although there is little detail of how this strategy will be incorporated into the development components.</p> <p>Redevelopment may also increase vehicle movements with an adverse affect on local air quality. Although the master plan principles on transport issues focus on how to optimise public and sustainable forms of transport there is also provision for additional car parking indicating a higher car usage. There will also be a high number of vehicle movements during construction.</p> <p>Odours from the sewage works may reduce demand for development. The SPD recommends that within a 400m perimeter of the sewage works it is important to 'demonstrate that a suitable environment can be achieved' through regular air monitoring.</p>
<p>11. To reduce the effects of and develop a managed response to climate change, in particular to safeguard against flood risk</p>	<p>--/?</p>	<p>New development and increases in vehicular movement is likely to increase greenhouse gas emissions.</p> <p>There is also a need to reduce and mitigate the current flood risk, as a large proportion of the area falls within Flood Risk Zone 3. Also, changes to surface finishes, such as increased hard-standing, would increase surface run-off and potentially heighten flood risk and pollute the river. There is little detail as to how flood risk will be reduced or mitigated, such as though Sustainable Urban Drainage Systems or to wider measures to adapt to climate change.</p>
<p>12. To maintain and enhance biodiversity and landscape quality</p>	<p>-/?</p>	<p>Opportunities for enhancing biodiversity and habitat creation are highlighted at Haven Road West and the green link will provide valuable wildlife corridors. There is however little further evidence of how the SPD objective 'maximise opportunities for biodiversity and habitat creation' have been met. With little baseline evidence, it is also difficult to assess the wider implications for biodiversity in Colne Harbour and the surrounding areas (which is potentially sensitive).</p> <p>Although tall 'landmark' buildings will help to define the area they may also have an impact on the wider landscape.</p>
<p>13. To maintain and enhance architectural and historical character and quality</p>	<p>+/?</p>	<p>The maritime and industrial heritage of the harbour is acknowledged as being an important element to retain.</p> <p>The importance of the historic environment around the Hythe should acknowledge and will be enhanced (paragraph 6.150).</p>

THE PUBLIC REALM

Explanation:		
<p>The Public Realm: <i>This appraisal covers the key SPD element – The Public Realm detailed in chapter 4, covering the public realm principles and the public realm priorities:</i></p> <ul style="list-style-type: none"> • <i>Creating an open space network</i> • <i>Enhancing the Colne Quayside</i> • <i>Bridging Colne, and</i> • <i>Supporting pedestrians and cyclists'</i> 		
Assumptions / Uncertainties:		
Development will incorporate the other Master Plan Principles (Development Sites and Transport)		
Sustainability Objectives	Key Elements	
1. To reduce economic disadvantage by improving access to a wider range of employment opportunities	+/?	An attractive setting is often conducive to attracting investment, as acknowledged in paragraph 4.3, however, this is not tangible and difficult to assess.
2. To encourage regeneration which improves the diversity of the local economy, including inward investment in tertiary industries	+/?	An attractive setting is often conducive to attracting investment, as acknowledged in paragraph 4.3, however, this is not tangible and difficult to assess.
3. To improve the supply of flexible, low cost business accommodation	0	Master Plan Principles on the Public Realm will have no effect on the supply of low cost business accommodation
4. To increase levels of educational attainment through the provision of opportunities for education and skills development	0	Master Plan Principles on the Public Realm will have no effect on increasing 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	+	Two of the three key public realm priorities, creating an open space network and supporting pedestrians and cyclists, potentially could provide health benefits by encouraging more outdoor activity.
6. To provide an adequate affordable housing supply, with improvements in standards of living accommodation	0	Master Plan Principles on the Public Realm will have no effect on the supply of affordable housing
7. To reduce traffic congestion and improve	+	The Master Plan will contributing towards making walking and cycling more attractive, as well as supporting public transport by improving Hythe Station, developing a pedestrian friendly environment and reflecting desire lines by

accessibility through alternatives to the private car		bridging the Colne. Providing these alternatives should help reduce reliance on the car and help reduce congestion.
8. To encourage mixed use redevelopment which reflects the needs of local communities, including improved accessibility to essential services and facilities	+/0	Protection and creation, as well as linking, an open space network provides an important community resource and safe, attractive routes should help provide access to others.
9. To create a stronger sense of place and community identity with a high quality, safe living environment	+	Well designed public space provides opportunities to create a strong community identity that provides a high quality and safe living environment. This will support the Colne Harbour Design Guide and the Town to Sea Colne Harbour Maritime Heritage Study to enhance the sense of place through the design and appearance of the public realm, sign branding and through built form.
10. To encourage prudent use of natural resources including improvements to local air, water and soil quality	+/-	<p>Creating an attractive and safe public realm that supports pedestrians and cyclists will help reduce car dependency and in turn localise air pollution from congestion. Development will however, use numerous natural resources.</p> <p>The network of green spaces may contribute to improving the local air quality. The creation of new public space at Haven Road main site need to ensure that any risk to human health from contaminated land has been mitigated before it is used.</p>
11. To reduce the effects of and develop a managed response to climate change, in particular to safeguard against flood risk	+/-/?	Creating an attractive and safe public realm that supports pedestrians and cyclists will help reduce car dependency and in turn greenhouse gas emissions. There is no indication of how the risk of flooding will be reduced or mitigated. Risk of flooding may be heightened due to an increase in hard standing. There is no information on how sustainable urban drainage systems (SuDS) might be incorporated into the scheme.
12. To maintain and enhance biodiversity and landscape quality	+/?	<p>Improvements to the public realm will enhance the urban setting, however, this may ultimately change the character of the river and its setting.</p> <p>Protection of existing, and the establishment of new open space provides opportunities for enhancing biodiversity.</p>
13. To maintain and enhance architectural and historical character and quality	+/?	Although the Interim Report acknowledges the importance of enhancing the maritime and industrial heritage of the area, such large-scale redevelopment may ultimately change the character of the area.

TRANSPORTATION ISSUES

Explanation:		
Transportation Principles: getting around Colne Harbour - <i>This appraisal covers the Master Plan Principle - Transport Issues under paras 4.20 – 4.36</i>		
Assumptions / Uncertainties:		
Development will incorporate the other Master Plan Principles (Development Sites and Public Realm)		
Sustainability Objectives	Key Elements	
1. To reduce economic disadvantage by improving access to a wider range of employment opportunities	0/+/?	Better accessibility resulting from improved public transport, cycle and walk ways might provide greater opportunities for employment and be attractive to investment.
2. To encourage regeneration which improves the diversity of the local economy, including inward investment in tertiary industries	0/+	Better accessibility resulting from improved public transport, cycle and walk ways might provide greater opportunities for employment and be attractive to investment.
3. To improve the supply of flexible, low cost business accommodation	0	Master Plan Principles on the Transport Issues will have no effect on the supply of low cost business accommodation
4. To increase levels of educational attainment through the provision of opportunities for education and skills development	0	Master Plan Principles on the Transport Issues will have no effect on increasing 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	+/?	Reducing dependency on cars will help the health and well being of local residents by encouraging exercise, though walking and cycling, as well as lowering localised air pollution by reducing congestion. A better understanding of the local air quality would be needed to understand wider benefits.
6. To provide an adequate affordable housing supply, with improvements in standards of living accommodation	0	Master Plan Principles on the Transport Issues will have no effect on the provision of adequate affordable housing.
7. To reduce traffic congestion and improve accessibility through alternatives to the private car	+	The Interim Report highlights a raft of 'principles and proposals' to be applied to the Master Plan that make provision for and promote the use of public transport, cycling and walking. The SPD also highlights that an area wide approach to transportation assessment should be undertaken, with a presumption that any development which would result in a net gain in the number of trips should seek to transfer excess trips to sustainable modes of transport, remove them from the network or provide mitigation. Mitigation may be in the form of road improvements which would not reduce the reliance on the car but may help

		reduce congestion.
8. To encourage mixed use redevelopment which reflects the needs of local communities, including improved accessibility to essential services and facilities	+	Improved circulation around Colne Harbour and connectivity with Colchester Town Centre will provide the opportunity for better access for local residents to essential services and facilities. It is important that these measures are supported by the provision of better services and facilities within Colne Harbour.
9. To create a stronger sense of place and community identity with a high quality, safe living environment	+	The cycling and walking routes will help to create a sense of identity by knitting the area together and through 'branded' signs that reinforce the sense of place. Upgrading routes will also contribute to providing a good quality and safe environment.
10. To encourage prudent use of natural resources including improvements to local air, water and soil quality	+/?	Improved circulation and a reduction of car dependency should reduce fuel consumption and help improve local air quality. A better understanding of the local air quality would be needed to understand wider benefits.
11. To reduce the effects of and develop a managed response to climate change, in particular to safeguard against flood risk	+/?	Reduced car dependency should result in less 'greenhouse gas' emissions.
12. To maintain and enhance biodiversity and landscape quality	0	Master Plan Principles on the Transport Issues will have no effect on biodiversity or landscape quality
13. To maintain and enhance architectural and historical character and quality	0/+	Transport plans and policies should seek not to have an impact on the existing architectural and historic character, and could be used to help enhance character and sense of place.