
Emerging Colchester Local Plan Part 2: Matters, Issues and Questions Consultation

Main Matter 3: Environmental Assets Policies (ENV1 to ENV5 and CC1)

March 2021

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Matters , Issues and Questions Consultation**

Main Matter 3: Environmental Assets Policies (ENV1 to ENV5 and CC1)

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APPENDICES

Appendix 1: Tey St Andrews Climate Change Strategy

1.0 INTRODUCTION

- 1.1 These representations have been prepared by Barton Willmore LLP on behalf of L&Q, Cirrus Land and G120 Land Ltd (the 'Promoters'). The Promoters were centrally involved in the Strategic North Essex Section 1 Plan (or Colchester Local Plan Section 1) (hereafter 'CLP 1') through their promotion of land west of Colchester, known as the Braintree/Colchester Garden Community. As such, they are key stakeholders in the overall Colchester spatial strategy.
- 1.2 The Promoters' involvement in the Colchester Local Plan Section 2 (hereafter 'CLP 2') has therefore been inherently limited due to their land interests being the subject of CLP 1. Representations were previously made to the Regulation 19 CLP 2 consultation and therefore through a combination of that and the involvement in CLP 1, we believe that their attendance in the Examination of CLP 2 is essential.
- 1.3 Furthermore, the Promoters remain fully committed to the delivery of a new community at Marks Tey and a Vision Document for approximately 1,000 dwellings with new primary school on land north of the A120/west of Marks Tey train station is appended to our statements on Main Matter 2. This is a standalone site that can deliver housing in the plan period in a highly sustainable location. It would also form part of a future larger new settlement west of Marks Tey, should the Council determine this to be an appropriate spatial strategy in the future.
- 1.4 The area proposed for approximately 1,000 dwellings has already been considered by the Council as part of the wider WST05 area in the Settlement Boundary Review (April 2017), and has been subject to Council appraisal as part of the wider CLP process.
- 1.5 This statement is made in respect of Matter 3: Environmental Assets Policies and directly in response to the one question raised by the Inspectors in the Matters, Issues and Questions consultation closing 6th April 2021.

2.0 QUESTION 1: ARE THE ENVIRONMENTAL ASSESTS POLICIES SET OUT IN CLP SECTION 2 JUSTIFIED BY APPROPRIATE AVAILABLE EVIDENCE, HAVING REGARD TO NATIONAL GUIDANCE, AND LOCAL CONTEXT, INCLUDING THE MEETING THE REQUIREMENTS OF THE CS?

Policy ENV1

- 2.1 We have no comments to make on the Environment policy.

Policy ENV2

- 2.2 We have no comments to make on the coastal area policy.

Policy ENV3

- 2.3 We support the premise of this policy relating to green infrastructure. However, we note that at 4.11 of the Green Infrastructure Strategy (2011) within the evidence base it is highlighted that significant deficiencies in the neighbourhood provision of green infrastructure (sites over 2ha within 300 metres of a home) including large swathes west of Colchester exists.
- 2.4 Green infrastructure is recognised to play an increasingly important role in health and well-being, flood risk and drainage/climate change biodiversity and landscape matters. This is a key element of the Promoters vision for land north of the A120 at Marks Tey for approximately 1,000 units and future proposals for the new community west of Marks Tey which would ensure all homes are within a 5-minute walk of strategic green space.
- 2.5 The provision of high-quality green space will also encourage people to stay on site for their open space rather than travel by car to alternative facilities, and it will also act as an active travel corridor encouraging non-motorised forms of transport.
- 2.6 We believe this is one of the significant benefits of planning for new settlements where green space can be built in as an integral element of a development, rather than smaller piecemeal areas of green infrastructure often created as a result of small extensions to settlements.

- 2.7 The current spatial strategy of generally smaller developments around the more rural 'sustainable settlements' will do little to contribute to rectifying this deficiency and may exacerbate it.
- 2.8 We suggest that the policy could be strengthened to require proposals to provide a strategy with any planning submission demonstrating how they will improve access to green infrastructure and how that benefits health and well-being, active travel, climate resilience and biodiversity to ensure these are multi-functional spaces.
- 2.9 The Promoters' commitment to addressing this is demonstrated in our Vision Document attached to our Main Matter 2 statement which shows an area of open space to the north easily accessed via green infrastructure corridors which permeate through the development parcels.
- 2.10 We support the orbital route and would welcome early engagement with stakeholders as to how access from Marks Tey could be facilitated.

Policy ENV4

- 2.11 We have no comments to make on the policy text relating to the Dedham Vale Area of Outstanding National Beauty.

Policy ENV5

- 2.12 We have no comments to make on pollution and contaminated land.

Policy CC1

- 2.13 Central Government policy on climate change has been advanced significantly since the CLP 2 was submitted for examination in 2017. For example, the government has legislated to achieve net zero carbon by 2050 rather than the 80% reduction in carbon emission by 2050 contained within 13.50 on the CLP 2.
- 2.14 We commend the Council for being one that historically lead on carbon cutting and believe that in light of wider changes at a legislative level since the CLP 2 was submitted for Examination the policy should be more far reaching. The Council has declared a 'climate emergency' (July 2019). In response it has prepared a Climate Emergency Plan (January 2020). Tackling climate change and leading sustainability is also part of the Council's strategic plan 2020-23.

- 2.15 The Council is seeking to become carbon neutral by 2030 and it is critical that the Local Development Plan which shapes development beyond 2030 ensures that new development matches the Council's ambitions.
- 2.16 Decisions that impact climate change can no longer be delayed to future plan periods; they are decisions which need to be made now. As highlighted in our other representations we have concerns with the piecemeal growth of the urban area of Colchester, which will not deliver the opportunities for the Council to achieve its zero carbon commitment or the Government's legal target of zero carbon by 2050.
- 2.17 Instead, we suggest that the removal of the Braintree/Colchester Garden Community from CLP 1 actually weakens the Council's approach to climate change and its ability to deliver Policy CC1.
- 2.18 Whilst the Promoters accept the removal of the Braintree/Colchester Garden Community from CLP 1, we suggest that Marks Tey remains the best location for further growth in Colchester to tackle climate change. Building at 1,000 units with the potential for future growth in this location provides good access to a train station, can develop a clear strategy on green infrastructure, health and well-being, sustainable transport and employment which will lead to a step change in behaviours contributing to reducing climate change.
- 2.19 As we have highlighted in our representations to Main Matter 1 we believe that the Sustainability Appraisal (SA) needs to be revisited due to the time that has elapsed since 2017 and the changing approach to climate change, climate resilience and net-zero carbon. As such, this site should be assessed against an updated SA.
- 2.20 Climate resilience is one of the key themes of our proposals as outlined in our appended Climate Strategy (**Appendix 1**) and in the vision document appended to our Main Matter 2 statement.
- 2.21 **Appendix 1** outlines four key performance indicators for the development at Tey St Andrews which are:
- Building & Infrastructure Design and Performance
 - Connectivity
 - Energy Supply
 - Waste.

- 2.22 We believe that this policy needs to reflect the changes in legislation since 2017 and that we are in a period where we can no longer afford to put these decisions off to a future plan period. Housing that may gain permission now may still be being built in 10 years' time. It is therefore clear that the CLP 2 should be more ambitious in this regard.

3.0 SUMMARY AND CONCLUSIONS

3.1 This Statement has been produced on behalf of L&Q, Cirrus Land and G120 Land Ltd in response to the questions posed by the Inspectors in Main Matter 3: Environmental Assets Policies. We have the following key points to make:

- In general, we support the principle of the policies the Council seeks to adopt, however we are concerned that the spatial strategy for development defers important opportunities to tackle climate change now to a future plan period.
- There are identified deficiencies in access to green infrastructure at a neighbourhood level which will only be exacerbated through the continued piecemeal growth around the urban area and the sustainable settlements.
- Our Main Matter One Statement outlines the concerns we have regarding the SA and its approach to climate change, climate resilience and net-zero carbon. As outlined in that Main Matter Statement we believe the SA should be revisited which will influence the Council's approach to the above policies.

3.2 We suggest that a more robust strategy to addressing both of our above concerns would be the Council allocating land north of Marks Tey for approximately 1,000 dwellings which forms part of a wider new settlement in a future plan period.

Appendix 1

Tey St Andrews: Climate Change Strategy

Prepared on behalf of London & Quadrant, Cirrus Land and G120

March 2021

Tey St Andrews: Climate Change Strategy

Prepared on behalf of London & Quadrant, Cirrus Land and G120

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1.0 INTRODUCTION

- 1.1 This report sets out the climate change strategy for the promotion of development of a residential-led scheme comprising approximately 1000 homes, employment facilities, a two form entry primary school, local centre and public open space on land to the north west of Marks Tey, Colchester. The proposed development is known as 'Tey St Andrews'.
- 1.2 The Climate Change Strategy outlines the approach to delivering a sustainable, net-zero carbon development. Net-zero carbon is one of the five pledges of the design vision. The Strategy considers both climate change mitigation (reducing the development's contribution to climate change) and climate change adaptation (ensuring that the development is resilient to the changing climate).
- 1.3 The Strategy sets objectives and key performance indicators for the proposed development at Tey St Andrews that provide a route map to be followed as the design vision progresses to a planning application and beyond, to demonstrate how the development would be net zero carbon by 2050 at the latest and be adaptable and resilient to climate change based on conservative climate forecasts.

Policy Context

- 1.4 Owing to the nature of climate change as a multi-faceted, transboundary issue, there are many interplays between different tiers of policy targeting climate change. It is also recognised that climate change legislation and policy is growing rapidly, however this Strategy aims to outline the policy context as most applicable to the proposed development at Tey St Andrews.
- 1.5 The Intergovernmental Panel on Climate Change (IPCC) stated in its 2018: 'Global Warming of 1.5°C' Report that in order to reduce anthropogenic global warming to 1.5°C above pre-industrial levels, emissions must be limited to net-zero by 2050 at the latest. This prompted international and national change, including encouraging the Committee on Climate Change to publish 'Net Zero – The UK's contribution to stopping global warming'ⁱⁱ which identifies a pathway to achieve net zero. This was consequently followed by the UK being one of the first countries to declare a Climate Emergency. Further national policy changes are summarised below, with a full suite of national and local policies considered in preparation of this strategy to be found at Appendix 1.
- 1.6 At the National level, the Climate Change Act (2008) sets a legally binding target for reducing greenhouse gas (GHG) emissions, in particular carbon dioxide (CO₂). The over-arching carbon reduction target for the Government is now a 100% reduction in CO₂ by 2050. The government's plans for achieving the emissions reductions it has committed to, including

actions and incremental five-year milestones, are set-out in the UK Carbon Planⁱ which includes an interim target of 34% reduction in CO₂ emissions on 1990 levels by the year 2029ⁱⁱⁱ.

- 1.7 As the Development Plan under consideration will be assessed against the 2012 National Planning Policy Framework (NPPF)^{iv} under Paragraph 214, it is relevant to also consider the national policy with respect to climate change. Paragraph 95 states that local planning authorities should “*Plan for new development in locations and ways which reduce greenhouse gas emissions*”. The 2019 NPPF^v requires developments to “take a proactive approach to mitigating and adapting to climate change”, with particular reference in Section 14 of the NPPF to “minimising vulnerability and improving resilience to the impacts of climate change”. A Consultation on the NPPF was released in January 2021^{vi} which focuses on flood risk and climate change.
- 1.8 Other emerging policy documents include the Future Homes Standard^{vii} which aims to deliver homes that are zero-carbon ready from 2025, through ensuring that homes are not built with fossil-fuel heating whilst also having high levels of energy efficiency. The emphasis placed upon the need to build new settlements with climate change considerations in mind has been fundamentally reinforced following the Covid-19 pandemic. The Policy Paper – A Ten point Plan for a Green Industrial Revolution^{viii} sets out the proposed approach to ‘build back better’, whilst supporting green jobs and accelerating the UK’s path to net zero. This includes shifting to zero emission vehicles, utilising green public transport, building greener buildings and also protecting our natural environment.
- 1.9 Indeed, the recently published Dasgupta Review^{ix} has clear implications in how we integrate green infrastructure and benefits of biodiversity within the proposed development. Reversing the loss of biodiversity is critical for not only long-term economic prosperity, but it also has clear implications in terms of human wellbeing and the ability of humans to adapt and be resilient to climate change. Nature and biodiversity have a critical inherent value which must be realised in creating a development which is not only ‘net-zero’ but future-proofed and positively responds to the challenges which will come to the fore over the next century.
- 1.10 At the local level, the adopted development plan for the site currently consists of the Colchester Borough Core Strategy 2014, the Site Allocations DPD (Adopted 2010), Development Policies DPD (Adopted 2010, Amended 2014), North Essex Authorities’ Shared Strategic Section 1 Plan (Adopted 2021), the Essex Minerals Local Plan (Adopted 2014) and the Essex and Southend Waste Local Plan (Adopted 2017).

- 1.11 The Colchester Borough Core Strategy (2014)^x recognises that the increasing impact of climate change on the environment is a key issue to promoting sustainability. The relevant policies from the draft emerging Local Plan (2017)^{xi} includes Policy CC1: Climate Change which states that CBC will continue to adopt strategies to mitigate and adapt to climate change. It goes on to state that in addressing the move to a low carbon future for Colchester, the Local Planning Authority will plan for new development in locations and ways that reduce greenhouse gas emissions, adopt the principles set out in the energy hierarchy and provide resilience to the impacts of a changing climate. CBC declared a climate emergency in July 2019, with a Climate Emergency Action Plan outlining the pathway to carbon neutrality by 2030 for all Council activities and buildings.

2.0 TRENDS

- 2.1 This chapter focuses on the emissions and climate change trends in order to provide context for the climate change strategy.

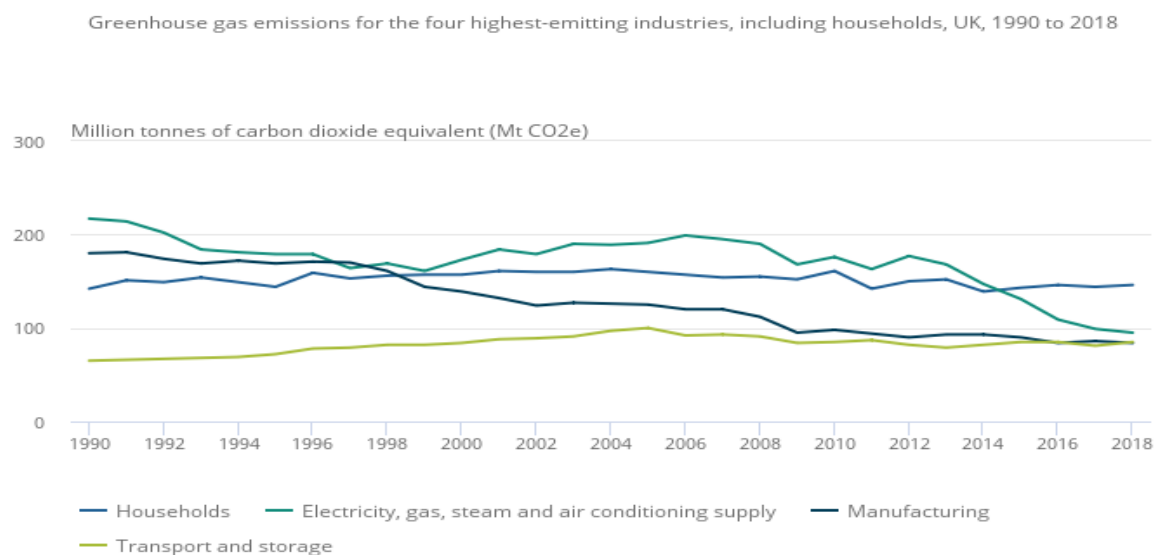
Climate Change Projections

- 2.2 The UK Climate Projections 2018 (UKCP18) are based on the latest climate science. They project future temperature change and precipitation for England. By the end of the 21st century, all areas of the UK are projected to be warmer, more so in summer than in winter. Low, central and high changes across the UK are provided. The range of temperature increase is between 2.0 degrees C to 8.7 degrees C in summer and 0.9 degrees C to 6.3 degrees C in winter, by 2099. Key trends can be summarised as hotter, drier summers, warmer wetter winters, and more extreme and frequent precipitation events (storms) in winter.

Sources of Emissions

- 2.3 Emissions have fallen across industry sectors at different rates, as the graph below from the ONS Environmental Accounts (2020) demonstrates, with households contributing the highest proportion of total emissions since 2015. Household emissions includes emissions from domestic travel (i.e. transport by private car etc). Around 46% of greenhouse gas emissions by households in 2018 related to travel, mostly from domestic car use. The transport sector emissions have risen by 30% between 1990 and 2018. Power generation has rapidly decarbonised over the last decade or so, a trend that is set to continue, as discussed below.

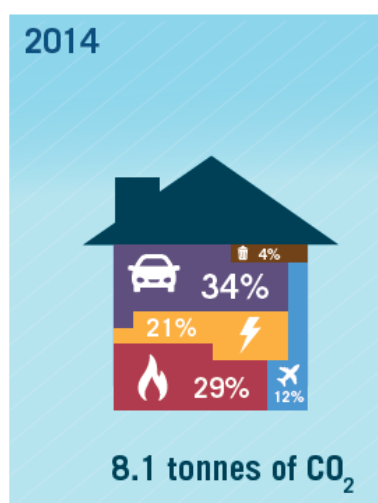
Figure 2.1 Emissions from Households, Transport, Power generation, Manufacturing and Transport and Storage



Source: Office for National Statistics – UK Environmental Accounts

- 2.4 The Committee on Climate Change’s Fifth Carbon Budget infographic demonstrates the breakdown of emissions for households in 2014 with the total average carbon footprint (as shown below). The emissions sources are heating, electricity, transport, waste and aviation. This is important to setting the objectives for the climate change strategy as tackling these areas will have the most impact in climate change mitigation at Tey St Andrews.

Figure 2.2 Household Carbon Footprint



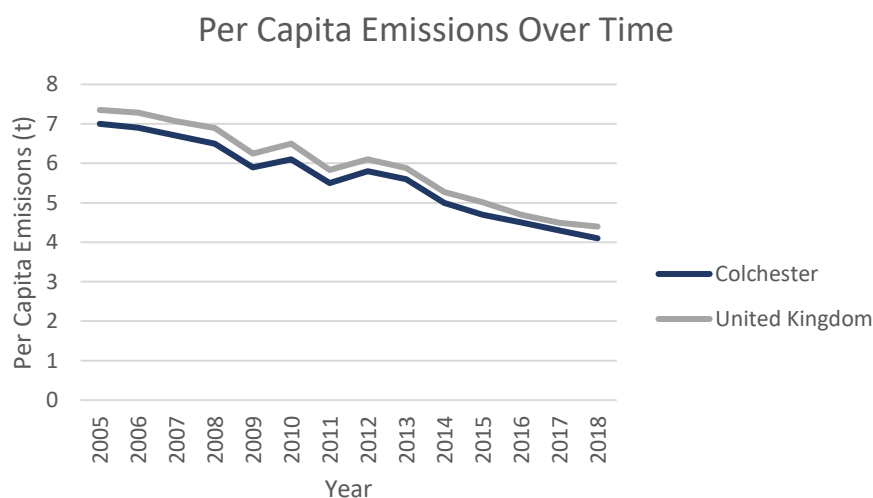
Source: Committee on Climate Change: The Fifth Carbon Budget – How every household can help reduce the UK's carbon footprint

Local emissions rates

- 2.5 Overall, carbon emissions have steadily declined within Colchester over the period 2005 to 2018. There has been a downward trend in the contribution of each of the three main sources of emissions, with Industry and Commercial being the largest percentage decrease, at 48% reduction over the thirteen year period. This has led to a resultant decrease in the per capita emissions for Braintree, where a 41% reduction has been seen over the time period.
- 2.6 Emissions from transport related sources have continued to fall from 2005 to 2018, although only by 6%.

Table 2.1 GHG Emissions within Colchester 2005-2018^{xii}

Year	Industry and Commercial Total (kt CO2)	Domestic Total (kt CO2)	Transport Total (kt CO2)	Grand Total (CO2)	Population ('000s, mid-year estimate)	Per Capita Emissions (t)
2005	361.3	389.4	391.6	1,131.2	162.0	7.0
2006	367.2	393.7	388.2	1,137.2	163.8	6.9
2007	346.1	384.8	390.8	1,109.0	165.7	6.7
2008	342.3	384.1	376.7	1,090.2	167.9	6.5
2009	297.1	351.9	367.0	1,003.2	169.0	5.9
2010	321.3	380.2	361.1	1,049.2	171.7	6.1
2011	285.8	330.8	348.7	951.2	173.6	5.5
2012	319.9	357.0	352.5	1,014.9	176.2	5.8
2013	311.6	347.6	349.8	993.8	178.0	5.6
2014	275.8	296.3	356.1	912.7	181.0	5.0
2015	240.1	288.1	357.9	870.0	184.9	4.7
2016	215.0	272.0	366.1	837.1	187.6	4.5
2017	199.0	257.2	374.4	814.1	190.1	4.3
2018	188.7	255.6	366.4	793.8	192.5	4.1

Figure 2.3 Capita Intensity for Colchester and the United Kingdom

- 2.7 Figure 2.3 shows the CO₂ per capita emissions of Colchester compared against the benchmark of the UK. The per capita figure is helpful in demonstrating the average impact on carbon dioxide emissions per person, by dividing the total carbon emissions by the total population. Figure 2.3 also shows that at the local and national scale, per capita emissions have steadily fallen over the thirteen-year time period. It can be seen that Colchester has a lower per capita emissions than the UK.

Accessibility and Travel Patterns

- 2.8 Changing the pattern of travel behaviour to minimise transport-related greenhouse gas emissions is one of the priorities for Tey St Andrews and is important given the contribution that household derived travel makes to emissions. A Transport Baseline Report prepared by Vectos demonstrates that 78% of commuting trips (from the 2011 Census) are made by car or van with only 2% on bicycle and 3% on foot. Whilst this data is now 10 years old, the general propensity to use the car in this part of Essex remains unchanged.
- 2.9 The Transport Baseline Report also demonstrates that Marks Tey Railway station is within an 18-minute walk on foot from Tey St Andrews (1.5km). Colchester Town Centre is a 30-minute cycle ride away (10km). Various bus routes pass along the A120 with the closest bus stop 500m from the centre of the Tey St Andrews site.
- 2.10 The COVID-19 pandemic has increased home working and decreased travel for some and this is set to continue to some extent, on a part-time basis at least. The Economic Strategy for Tey St Andrews outlines that circa 22-33% of those in full time employment worked from home, with at least 40-53% working from home at least sometimes. However, it is important to note

that many jobs cannot be done remotely so commuting to work will remain essential for a great number of people^{xiii}.

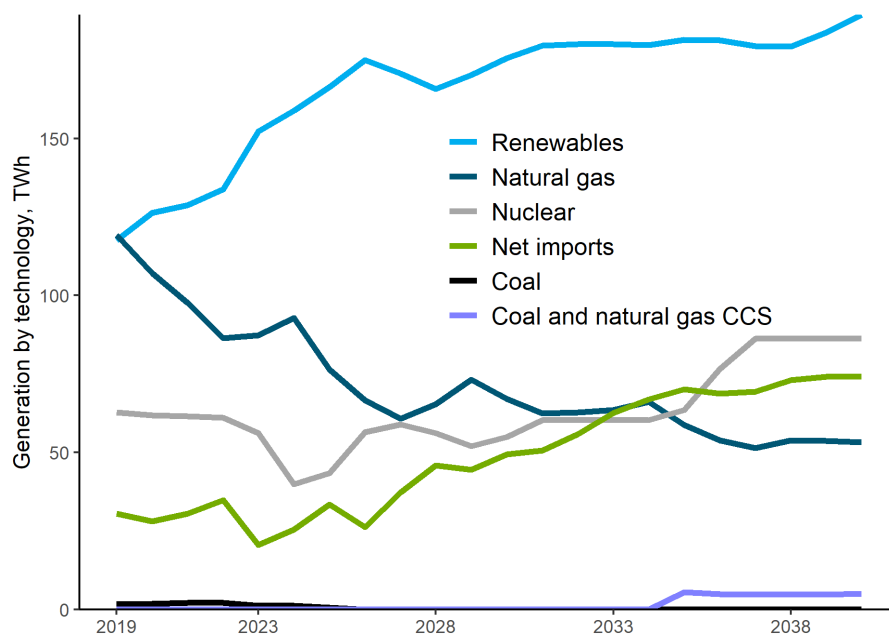
- 2.11 Minimising trips off site by unsustainable modes is therefore a priority for the project and will be essential to climate change mitigation.

Centralised Grid Decarbonisation^{xiv}

- 2.12 Given the build out period of Tey St Andrews and the UK's commitment to net zero by 2050, it is important to consider the projected grid decarbonisation. The Government's 10 Point Plan for a Green Industrial Revolution, highlight that past trends have seen the proportion of renewable energy in the National Grid increase and major generation objectives like the drive for offshore wind powering every home by 2030 are important considerations in determining a possible energy strategy for Tey St Andrews. The projections outlined below consider the centralised grid (i.e. excludes on-site / decentralised energy generation as it would not be possible to estimate with accuracy). It is reasonable to assume that any excess on-site energy that is fed to the National Grid would be renewable.
- 2.13 BEIS projections suggest that total final energy demand in 2040 will be around 135 million tonnes of oil equivalent (Mtoe). This is about 5 Mtoe (4%) lower than the demand in the year 2018. This represents around a 14% reduction in per capita demand.
- 2.14 Over time, low carbon generation (renewables, gas CCS and nuclear) increases. It makes up 83% of UK generation by 2040. This is around a 32 percentage point increase in the low carbon share from 51% in 2018.
- 2.15 Natural gas generation responds to increasing low carbon generation by falling rapidly until the late 2020s. It then stabilises as less new low carbon generation capacity comes online. By 2035 it will be around 59 TWh, 55% lower than 2018 levels. This compares with 34 TWh in the previous edition (25 TWh higher). In 2040, 53 TWh of demand is from gas generation, 16% of the total.
- 2.16 These projections are useful in assessing the likely operational impacts of new developments which may be more heavily reliant on electricity appliances for heating and transport as there is a transition away from fossil-fuelled powered systems.
- 2.17 It is also projected that net imports from interconnectors will rise as more connections with neighbouring markets open in the 2020s. Imports are higher than in EEP 2018 as they largely offset the lower increases in renewables and nuclear generation. These projections highlight that not all energy demand domestically is to be met by domestic supply, but rather imported renewable energy will also achieve the decarbonising of the electricity grid.

2.18 Therefore, within the build out period of Tey St Andrews, estimates show that the grid will increasingly be composed of renewable energy sources, with less reliance on fossil-fuel energy sources. This is shown in Figure 2.4.

Figure 2.4 BEIS 2019 Updated Energy & Emissions Projections^{xv} to 2040



3.0 METHODOLOGY

Climate Change Strategy Themes and Objectives

- 3.1 This chapter outlines how the objectives for the Climate Change strategy have been derived and sets the framework for key performance indicators (KPI) that will be monitored, reviewed and updated over time. This will allow changes in regulation, policy, technology and lifestyle to be accommodated so that the strategy remains live and current. It is critical that the strategy is kept flexible given the unknowns associated with projecting far ahead into the future.
- 3.2 Four climate change mitigation themes have been selected for the Climate Change Strategy. They are derived from the UK Environmental Accounts (see above).
- 3.3 The main contributors to carbon emissions from a household in the UK are heating, electricity, transport, waste and aviation. With regards to achieving net zero for the proposed development, it is critical to realise what interventions will yield the greatest reductions in greenhouse gas emissions. Designers and promoters of a development have no control over future site residents' and users' propensity to take flights but design can affect the other four categories of emissions. In tackling these four sources of household emissions through design, the climate change strategy will be most effective. The following themes were therefore taken forward:
- Building & Infrastructure design & Performance (covering heating, electricity, materials and waste);
 - Energy Supply (covering heating and electricity);
 - Connectivity (covering transport and communications infrastructure); and
 - Waste.
- 3.4 Climate change adaptation will consider measures embedded into the scheme to ensure comfortable and safe living conditions within the bounds of the UKCP18 scenarios. Carbon sinks and carbon sequestration are important factors that can be addressed through a green and blue infrastructure strategy and assist with climate change mitigation and adaptation. Vegetation absorbs carbon dioxide from the atmosphere, keeps carbon locked up and contributes to maintaining more comfortable living conditions through the forecast warmer periods through natural shading and cooling. Blue and green infrastructure also provides climate change resilience by attenuating more intense rainfall events that are forecast. These measures have wide ranging benefits including biodiversity gains, health and wellbeing. Green and blue infrastructure design does not fit within the four themes above, which are derived from the UK Environmental Accounts, but is a critical part of the strategy for Tey St Andrews.

3.5 It is important to define some terminology, particularly concerning net zero.

Definitions

3.6 What is net zero?

- The UKGBC^{xvi} defines two terms: one for construction and one for operation.
 - Net zero carbon – construction:
 - *"When the amount of carbon emissions associated with a building's product and construction stages up to practical completion is zero or negative, through the use of offsets or the net export of on-site renewable energy."*
 - Net zero carbon – operational energy:
 - *"When the amount of carbon emissions associated with the building's operational energy on an annual basis is zero or negative. A net zero carbon building is highly energy efficient and powered from on-site and/or off-site renewable energy sources, with any remaining carbon balance offset."*

3.7 As discussed above, Tey St Andrews would contain built development but also a significant amount of blue, green and connectivity infrastructure. The trajectory to net zero has been considered for all of these elements, not just buildings.

3.8 With net zero in mind as an ambition for 2050 at the latest, the Committee on Climate Change guidance has been consulted to determine the design principles that will facilitate zero carbon living at Tey St Andrews. Objectives and KPIs for Tey St Andrews also draw on the Employment Strategy, Sustainable Transport Strategy and Health and Wellbeing Strategy as all are interrelated.

Objectives, KPIs and Review

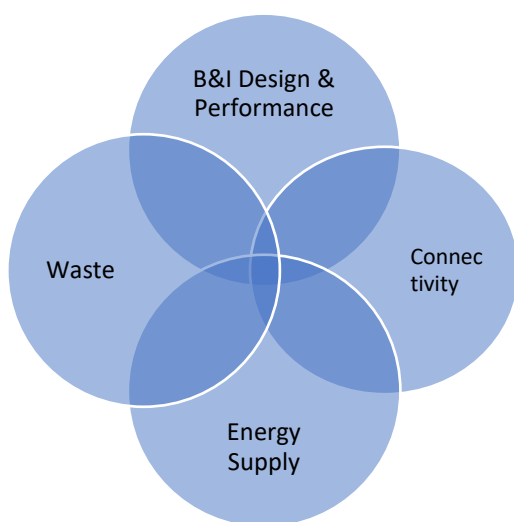
3.9 Objectives and KPIs have been set for Tey St Andrews for each of the four themes listed above. They have been set with the five pledges of the Strategic Vision in mind:

- Achieving Net Zero Carbon;
- Encouraging Health & Wellbeing;
- Being Biodiverse;
- Creating Beauty; and
- Living Smart.

3.10 The five pledges interrelate and overlap. The premise of the Climate Change Strategy is that it is integral to the Strategic Vision and they flow through and influence all of the other Strategies supporting plan promotion. The Strategy has been developed alongside the Strategic Vision, Employment, Sustainable Transport and Health & Wellbeing Strategies so that

objectives are not cumbersome for future residents and site users – they are just a way of life that ties in neatly with all other aspects. This is in recognition that climate change is multi-faceted and interfaces with all aspects of day-to-day life. Importantly, the climate change mitigation and adaptation measures are deliverable and can be reviewed and adapted over time to suit the future circumstances and priorities.

- 3.11 The KPIs are measurable to track the efficacy of the design principles embedded in the project and the commitment made by the promoter. The intention is that the Strategy will be reviewed and updated at outline planning application stage, again at Reserved Matters stage, during the construction and operational phases when the community takes ownership and, through stewardship ensures the long-term success of the development in terms of the climate change challenge.
- 3.12 The objectives against each of the four themes for Tey St Andrews are set out below. Each theme is then considered in detail with KPIs proposed.



Building & Infrastructure Design & Performance – framework masterplan to enable passive design, high levels of energy efficiency, the potential to accommodate inbuilt renewable energy generation, flexibility of layout for home working/EV vehicles. To meet Future Homes Standard (New homes would have CO2 emissions 75-80% lower than current Part L from 2025). Higher density, Passivhaus housing will be included within a Climate Innovation Hub.

Connectivity – optimised for active travel with sustainable transport first and the private car last. Inbuilt corridors for high-speed data links and future technology.

Energy Supply – net zero carbon development. Framework masterplan with safeguarded corridors for future energy infrastructure, potential to accommodate on site renewable energy generation, storage and facility to sell back to the grid. Smart systems to monitor and regulate environmental conditions and energy use.

Waste – zero waste. Minimal construction waste, materials to minimise embodied carbon. Masterplan designed for maximised reuse, recycling, composting, with waste disposal as last resort. Community driven programmes to minimise waste.

- 3.13 Some climate change adaptation measures also fall into these four themes with the exception of the roles played by green and blue infrastructure. Objectives have also been set in relation to these.

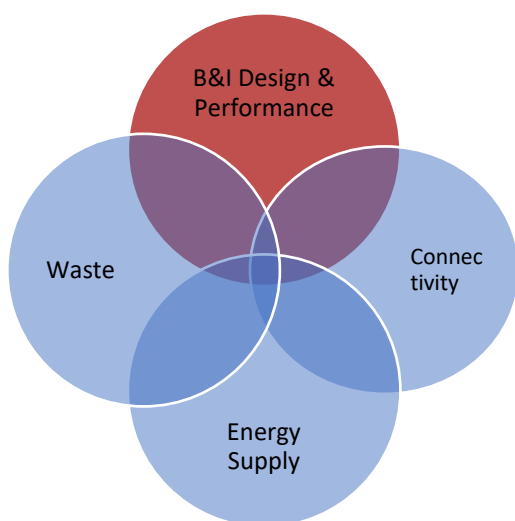
4.0 STRATEGY

4.1 The critical mass of the proposed development at Tey St Andrews allows some innovative and ambitious proposals to be considered. These include:

- Internalised trips – 30% fewer trips off site than would be expected from the proposed type and quantum of development;
- The provision of active and sustainable travel options plus a range of employment opportunities offered on site (home working, flexible working in a local hub and employment on designated larger scale employment plots, to include opportunities in the tech and Green Economy sectors);
- The potential to include pre-fabricated / modular units;
- Embedding circular economy principles and site-based agriculture including community food growing;
- A flexible energy strategy so that the proposed development is self-sufficient for zero carbon energy sources and/or can connect to an increasingly decarbonised grid;
- Creating a Community Forest with “re-wilded” areas incorporated in the green infrastructure strategy;
- Smart systems integrated throughout to monitor and manage environmental conditions on site, to maximise climate change mitigation through efficient and less wasteful resource use and ensure that the development itself responds to changing climatic conditions for the safety and comfort of site users. These smart systems could integrate emerging technologies through the use of other systems such as the Internet of Things;
- Provision of a Climate Innovation Hub which will comprise a mix of uses, innovative housing adhering to Passivhaus principles, primary school and a Transport Hub.

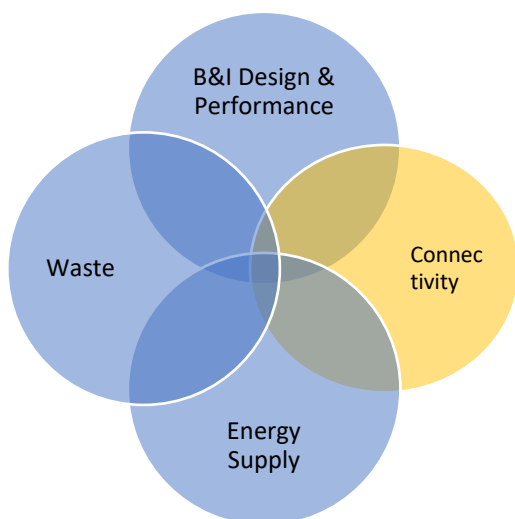
KPIs for Tey St Andrews

4.2 KPIs for each climate change mitigation theme and climate change adaptation have been set for Tey St Andrews.



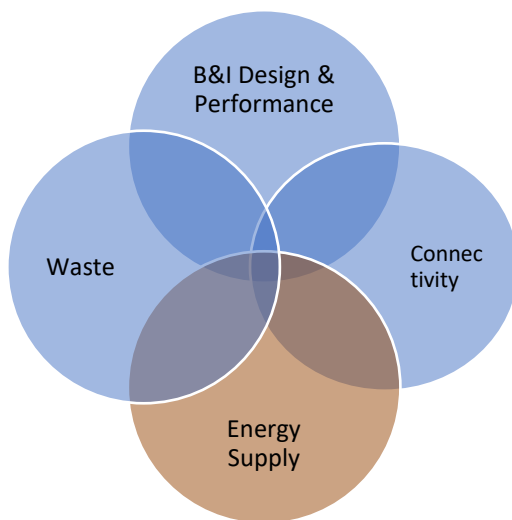
Building & Infrastructure Design and Performance:

- Passivhaus standard and principles applied across the Climate Innovation Hub
- Incorporate a proportion of modular build where feasible
- New Homes Standard met for all homes
- Homes enabled for home working, EV and bicycle charging and storage
- A 'Fabric First' approach to maximise material performance
- Water meters with water-efficient homes to minimise potable water demand, with water harvesting where appropriate
- Homes enabled for PV/heat pump installation
- Corridors retained for infrastructure upgrades to all development zones
- All development zones to be protected from extreme rainfall events and flooding through the use of SuDs
 - Buildings and infrastructure to be resilient to the higher average temperatures predicted
- Trees to be retained where possible. Any unavoidable tree loss to be matched by native planted trees to act as carbon sink and provide natural shading and cooling



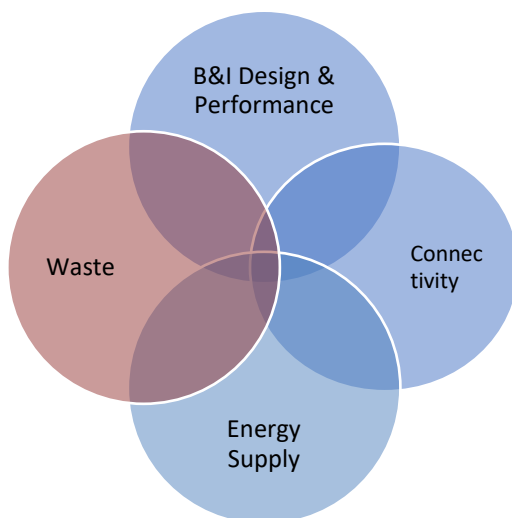
Connectivity:

- Promote and encourage modal shift from private car to active/sustainable modes, achieved through creating walkable neighbourhoods, providing a Mobility Hub, electric cycle/scooter hire schemes and providing everyday services on-site
- Village centre to be car free to maximise walking and cycling
- All development plots enabled for high speed internet
- Communication corridors to be resilient to, and protected from, flooding and heat stress
- All buildings to be smart and include sensors for sharing information, maximising energy efficiency and alerting users to environmental changes
- Corridors safeguarded to all development zones for potential future technological upgrades
 - Storage for active travel equipment (bicycles, e-scooters etc.) to be provided across the settlement at safe, easy and convenient locations
- Priority at transport junctions to be given to pedestrians and cyclists over vehicles
- All homes to be able to access a convenience shop and primary school within walking distance
- All homes to be within a 5-minute walk of a green space



Energy Supply

- A proportion of energy demand provided by onsite low/zero carbon generation; and/or
- Potential for reinforcing electricity infrastructure for decarbonised grid and/or hydrogen pipes; and/or
- Heat network providing district heating
- Flexible energy system to manage fluctuating demand



Waste

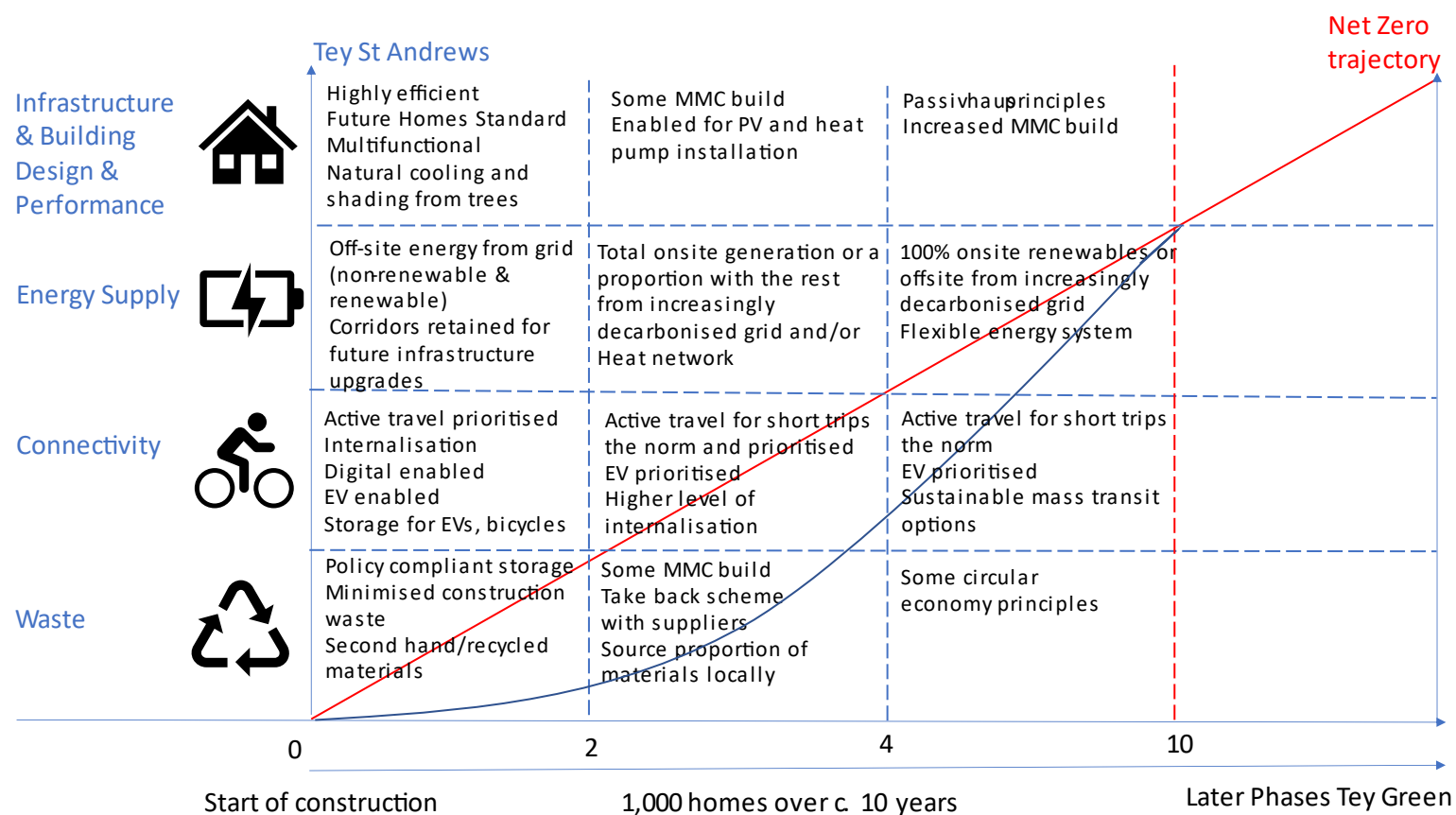
- Net cut and fill balance across the site
- Site Waste Management Plan for construction phase
- Some modular build
- Just in time delivery
- "Take back" scheme with suppliers
- Maximise use of recycled/second-hand construction materials where feasible
- Seek to source a proportion of materials locally (within 20km radius)
- All buildings to provide appropriate storage for sorting different types of recyclables and waste, including food waste for composting

Climate Change Adaptation

- 4.3 The proposed development will adhere to a series of key design principles as detailed in the Vision Document. These principles include:
- Orientating buildings to maximise solar gains, both in terms of potential energy generation from solar PV panels, but also to provide thermal comfort;
 - Sustainable Drainage Systems (SuDS) to provide surface water attenuation, allowing for climate change. This will include swales, attenuation ponds, basins and permeable surfacing as well as rain gardens and green spaces;
 - Urban cooling principles to mitigate against the warming effect associated with traditional materials such as asphalt and concrete. This includes encouraging urban cooling through strategic placement of vegetation and green spaces to provide shade and cool the surrounding air temperature. Lighter coloured surface materials will help reflect solar energy away from the build environment, particularly within denser parts of the proposed development. Other measures such as green roofs, sprinklers, fountains and other misting systems will be explored.
 - Provision of a Community Forest, which could become the 'Forest of Tey' and would be central to the achievement of biodiversity net gain;
 - Integrating the green, blue and grey infrastructure for the proposed development. A network of green corridors interconnecting habitats and connecting people to nature will be incorporated across the site, utilising existing landscape and waterways to support biodiversity.

The Trajectory to Net Zero

- 4.4 Figure 4.1 summarises the key objectives to be embedded at Tey St Andrews to futureproof the buildings, infrastructure and green space so that it is a Net Zero Carbon development as soon as is feasible and, at least by 2050 to meet the UK Government's commitment.
- 4.5 This Strategy would be reviewed, revised and updated at the following key milestones:
- Submission of outline planning application for Tey St Andrews
 - Submission of Reserved Matters
 - Once operational
- 4.6 KPIs would be quantified once an Energy Strategy is prepared to reflect the current and emerging legislation at the time, with regard to how decarbonised the grid is and energy generation technologies available.

Figure 4.1 Tey St Andrews built out programme with climate change mitigation features

4.7 Design features for later phases of Tey St Andrews are estimates based on the current and emerging policies and legislation, projected advances in technology and lifestyle changes.

5.0 SUMMARY

- 5.1 This Climate Change Strategy outlines a proportionate and high-level strategy to achieve net-zero carbon development at Tey St Andrews, Colchester. The Strategy has been informed by the wider 'Vision' for the proposed development and responds to unique contemporary challenges, such as the post-Covid-19 pandemic recovery and promoting biodiversity net gain. The Strategy has also been informed by the ever-changing legislature and policy landscape, which will continue to evolve over the life span of the proposed development. Central to this evolutionary framework, is the ability of the proposed development to have inherent flexibility to adapt and adopt the best available technologies when needed.
- 5.2 The Strategy focuses on four key themes which in combination, comprise the majority of the carbon emissions attributable to individuals: Infrastructure & Building Design; Energy Supply; Connectivity & Waste. In doing so, the Climate Change Strategy is cognisant of the local context of the surrounding area, whilst setting meaningful objectives and measurable outcomes through which progress can be assessed against.
- 5.3 The Strategy has put forward measures that will promote the resilience of the proposed development to the effects of climate change, with a particular emphasis on mitigating extreme weather event risks, such as flooding. It is also recognised that the implementation of Green and Blue Infrastructure networks provides an opportunity for the proposed development to not only be functional, but also to help assist in the creation of a distinctive place with a distinguished character at Tey St Andrews.
- 5.4 The Strategy will be reviewed at set 'milestones', to ensure that it stays current.

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Tey St Andrews Climate Change Strategy

Appendix 1: Policy Context

National Legislation

Climate Change Act 2008 and UK Carbon Plan 2011

- 1.1 The Climate Change Act (2008) sets a legally binding target for reducing greenhouse gas (GHG) emissions, in particular carbon dioxide (CO₂). As originally enacted, these targets included a reduction of GHG by at least 80% (on 1990 levels) by the year 2050 in the United Kingdom (UK), and a requirement that domestic emissions are reduced by no less than 3% each year.
- 1.2 In setting these targets, the Act established the Committee for Climate Change (CCC), which is responsible for setting binding interim targets for the Government over five-year periods. In May 2019, the CCC recommend a new emissions target for the UK: a 100% reduction ('net zero') in greenhouse gases by 2050. This change in legislation mandating a 100% reduction in CO₂ emissions by 2050 was approved by both the House of Commons and the House of Lords in June 2019 and is now the over-arching carbon reduction target for the Government.
- 1.3 The government's plans for achieving the emissions reductions it has committed to, including actions and incremental five-year milestones, are set-out in the UK Carbon Plan¹ which includes an interim target of 34% reduction in CO₂ emissions on 1990 levels by the year 2029ⁱ.

The Clean Growth Strategy

- 1.4 In October 2017, the UK Government published its Clean Growth Strategy (CGS)ⁱⁱ setting out ambitious policies and proposals, through to 2032 and beyond, to reduce emissions across the economy and promote clean growth. The CGS provides an 'ambitious' blueprint for Britain's low carbon future, outlining how investment in green energy goes hand – in – hand with economic growth and industrial, commercial and residential strategies. Core to the strategy are actions that will cut emissions, increase efficiency and lower the amount consumers and business spent on energy. The CGS six key areas that together are responsible for 100% of the UK's carbon emissions. These are:

- a. Improving business and industry efficiency (25% of UK emissions): Improving business and industry efficiency, improving energy productivity and commercial building standards, delivering industrial energy efficiency, investing in industrial innovation;
- b. Accelerating the shift to low-carbon transport (24% of UK emissions): Accelerating the shift to low – carbon transport, supporting the take – up of ultra – low emission vehicles, developing electric vehicle charging network, shifting freight from road to rail and innovation in Connected and Autonomous Vehicles and electric batteries;
- c. Improving our homes (13% of UK emissions): Improving our homes, upgrading energy efficiency across a million homes, strengthening building standards, rolling out heat networks, phasing out of high carbon heating;
- d. Enhancing the benefits and value of our natural resources (15% of UK emissions): Enhancing the benefits and value of our natural resources, supporting agriculture, a new network of forests, zero avoidable waste by 2050, managing emissions from landfill;
- e. Leading the public sector (2% of UK emissions): Leading in the public sector, setting a voluntary 30 percent public sector carbon reduction target by 2020 and funding for energy efficiency improvements in England; and
- f. Delivering clean, smart, flexible power (21% of UK emissions): Delivering clean, smart, flexible power, phasing – out of coal, developing new ways of balancing the grid through electricity storage and demand response.

25 Year Environment Plan

1.5 Building on the proposals set out in the CGS, the UK outlined its plans to improve the environment in 'A Green Future: Our 25 Year Plan to Improve the Environment' (2018)iii. The 25 Year Environment Plan was published in January 2018 and sets out the UK's approach to deliver on our ambition to leave our environment in a better state than we inherited, and to fully seize the opportunities of clean growth. At a glance, the key proponents of the 25 Year Plan are:

- a. **Embedding an 'environment net gain' principle for development, including housing and infrastructure:** reforming developer contributions and tariffs to limit environmental damage and secure investment in natural capital.
- b. **Clean Air:** meeting legally binding targets to reduce emissions of five damaging air pollutants; this should halve the effects of air pollution on health by 2030 and maintaining the continuous improvement in industrial emissions by building on existing good practice and the successful regulatory framework.

- c. **Reducing the risks of harm from environmental hazards:** We will reduce the risk of harm to people, the environment and the economy from natural hazards including flooding, drought and coastal erosion.
- d. **Increasing resource efficiency and reducing pollution and waste:** achieving zero avoidable waste by 2050 and eliminating avoidable plastic waste by 2042 and reducing food chain emissions and wastage as well as improving the management of residual waste.
- e. **Using resources from nature more sustainably and efficiently:** ensure that resources from nature, such as timber, are used more sustainably and efficiently.
- f. **Enhancing beauty, heritage and engagement with the natural environment:** making sure that there are high quality, accessible, natural spaces close to where people live and work, particularly in urban areas, and encouraging more people to spend time in them to benefit their health and wellbeing.
- g. **Mitigating and adapting to climate change:** We will take all possible action to mitigate climate change, while adapting to reduce its impact.

1.6 At the time of writing, The Environment Bill is at the 'Report Stage' within the House of Commons where any further amendments are to be considered and examined. The Environment Bill in its current form legislates that the Secretary of State must prepare an environmental improvement plan, with the aim to significantly improving the natural environment. The current environmental improvement plan is "A Green Future: our 25 year plan to improve the environment", which as outlined above seeks to holistically tackle specific environmental issues and the wider climate change challenge.

National Policy

National Planning Policy Framework

National Planning Policy Framework (2012)^{iv}

1.7 As the Development Plan under consideration will be assessed against the 2012 National Planning Policy Framework (NPPF) under Paragraph 214, it is relevant to also consider the national policy with respect to climate change. Paragraph 95 states that local planning authorities should:

- *Plan for new development in locations and ways which reduce greenhouse gas emissions;*

- *Actively support energy efficiency improvements to existing buildings; and*
- *When setting any local requirement for a building's sustainability, to do so in a way consistent with the Government's zero carbon building policy and adopt nationally described standards.*

1.8 Paragraph 97 also states that local planning authorities should recognise the responsibility on all communities to contribute to energy generation from renewable or low carbon sources.

1.9 The National Planning Policy Framework (NPPF)^v which was revised in February 2019 requires developments to "take a proactive approach to mitigating and adapting to climate change." Section 14 of the NPPF 'Meeting the challenge of climate change, flooding and coastal change' emphasises the planning system's pivotal role in sustainable development through "minimising vulnerability and improve resilience to the impacts of climate change". Paragraph 149 of the NPPF states:

"Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure."

National Planning Policy Framework: Consultation Proposals (2021)^{vi}

1.10 A consultation on draft revisions to the NPPF has been released. These revisions include a number of environment-related changes, particularly with regards to flood risk and climate change. Revised text regarding achieving sustainable development for plan-making now contains amended wording of the presumption in favour of sustainable development (paragraph 11(a)) to broaden the high-level objectives for plans to make express reference to the importance of both infrastructure and climate change.

1.11 Revisions to Chapter 12 (Achieving Well-designed Places) also re-emphasises the need for climate mitigation and adaptation to contribute to the character and quality of urban environments. All new streets are proposed to be tree-lined, with trees incorporated elsewhere within developments as possible.

1.12 Further proposed revisions to Chapter 14 (Meeting the challenge of climate change, flooding and coastal change) relate to the need to take account of all sources of flood risk (emphasis added), whilst utilising green

infrastructure to reduce the causes and impacts of flooding, taking an integrated approach to flood risk management.

Future Homes Standard^{vii}

1.13 The Government has recently released the first stage of consultation on proposed changes to Part L (conservation of fuel and power) of the Building Regulations under the document: 'The Future Home Standard: 2019 Consultation on Changes to part L (conservation of fuel and power) and Part F (ventilation) of the Building Regulations for new dwellings'.

1.14 The goal of the Future Homes Standard is to deliver homes that are zero-carbon ready from 2025. New homes will meet these standards through measures such as not being built with fossil fuel heating and ensuring new homes have high levels of energy efficiency. It is recognised that no further energy efficiency retrofit work is anticipated for them to become zero-carbon as the electricity grid continues to decarbonise.

1.15 Interim measures and standards are timetabled to be launched in 2021, to come into effect in 2022 and bridge the gap in time before further amends to the Building Regulations come into force.

Policy Paper - Ten Point Plan for a Green Industrial Revolution (November 2020)^{viii}

1.16 The policy paper sets out the government's proposed approach to build back better, support green jobs and accelerate the UK's path to net zero. It was written in the context of the COVID-19 pandemic and acknowledges the critical role of the green economy and addressing climate change in our social and economic recovery. Five points are of particular relevance to Tey St Andrews:

- a. Point 4 – Accelerating the Shift to Zero Emission Vehicles – the development at Tey St Andrews can design in provision for EV storage, charging and rental/sharing agreements;
- b. Point 5 Green Public Transport, Cycling and Walking – through an “active travel first” approach and a sustainable transport plan, added to be easy access to Marks Tey railway station, Tey St Andrews can facilitate low-zero carbon transport;
- c. Point 7 – Greener Buildings – development at Tey St Andrews will adhere to the stringent energy efficiency requirements of the Future Homes Standard and incorporate flexibility in the masterplan to accommodate potential future technological upgrades. There is the opportunity to include modular assembly on site;

- d. Point 9 – Protecting our Natural Environment – development will provide a biodiversity net gain and by including green infrastructure throughout, will allow development to both mitigate and adapt to climate change due to the ability to sequester carbon and to provide natural cooling and shading in warm periods and warmth in cold periods.

The Economics of Biodiversity: The Dasgupta Review (2021)^{ix}

- 1.17 The recently published Dasgupta Review provides an economic analysis of the relationship between the economy and the natural environment, particularly through the lens of nature and biodiversity. The review recognises that traditional economic thinking has led to the degradation of biodiversity and natural assets. The degradation of such assets has exacerbated not only climate change, but also placed society under greater pressure in terms of influences on integrated systems such as food production. Furthermore, the review recognises that it is imperative to re-think this relationship if we are to successfully reduce the likelihood of re-occurring pandemic events, spurred by the Covid-19 pandemic.
- 1.18 With regards to Tey St Andrews, the Dasgupta Review has clear implications in how we integrate green infrastructure and benefits of biodiversity within the proposed development. Reversing the loss of biodiversity is critical for not only long-term economic prosperity, but it also has clear implications in terms of human wellbeing and the ability of humans to adapt and be resilient to climate change. Nature and biodiversity have a critical inherent value which must be realised in creating a development which is not only 'net-zero' but future-proofed and positively responds to the challenges which will come to the fore over the next century.

Local Policy

- 1.19 The development plan for the site currently consists of the Colchester Borough Core Strategy 2014, the Site Allocations DPD (Adopted 2010), Development Policies DPD (Adopted 2010, Amended 2014), North Essex Authorities' Shared Strategic Section 1 Plan (Adopted 2021), the Essex Minerals Local Plan (Adopted 2014) and the Essex and Southend Waste Local Plan (Adopted 2017). The Council are in the process of preparing a new Local Plan for the District which will cover a 20-year period up to 2033. Once adopted, the Local Plan would replace the existing local planning policies in the Colchester Borough Core Strategy 2014. Both the current and future local plan policies are considered below.

Colchester Borough Core Strategy^x

- 1.20 The Colchester Core Strategy recognises that the increasing impact of climate change on the environment is a key issue to promoting sustainability. In particular, flooding on the Borough's coastline and the need to

reduce greenhouse gas emissions are priorities. It is also stated that new development does not consistently achieve best practice in sustainable construction and design, with legacy growth patterns resulting in high levels of car dependency and unsustainable out-of-centre office and retail uses.

- *Policy TA1 and TA2 (Accessibility and Changing Travel Behaviour; Walking and Cycling): aims to improve accessibility by ensuring future development is focused on highly accessible locations, reducing the need to travel. Car-dependent developments are stated not to be supported. Travel should be induced to encouraged sustainable travel behaviour through additional links and improving existing infrastructure.*
- *Policy ENV1 (Environment): The Council will seek to direct development away from land at risk of fluvial or coastal flooding in accordance with PPS25, including areas where the risk of flooding is likely to increase as a result of climate change.*

North Essex Authorities' Shared Strategic Section 1 Plan (as amended via Main Modifications)^{xi}

1.21 The most relevant Section 1 Plan requirements is outlined below:

- *Policy SP7 (Development & Delivery of new Garden Communities in North Essex): xi Secure a smart and sustainable approach that fosters climate resilience and a 21st century environment in the design and construction of each garden community to secure net gains in local biodiversity, highest standards of energy efficiency and innovation in technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste and mineral management*

Local Plan: Publication Draft for Consultation. Section 2 (2017)^{xii}

1.22 Section 2 of the Colchester Draft Local Plan includes those development policies relevant specifically to Colchester. In particular, objectives include ensuring new development is sustainable and minimises the use of scarce natural resources and addresses the causes and potential impacts of climate change, and encourages renewable energy. The most relevant policies are outlined below:

1.23 Policy CC1 (Climate Change): Colchester Borough Council will continue to adopt strategies to mitigate and adapt to climate change. In addressing the move to a low carbon future for Colchester, the Local Planning

Authority will plan for new development in locations and ways that reduce greenhouse gas emissions, adopt the principles set out in the energy hierarchy and provide resilience to the impacts of a changing climate. A low carbon future for Colchester will be achieved by:

- i) Encouraging and supporting the provision of renewable and low carbon technologies.
- ii) Encouraging new development to provide a proportion of the energy demand through renewable or low carbon sources.
- iii) Encouraging design and construction techniques which contribute to climate change mitigation and adaptation by using landform, layout, building orientation, massing, tree planting and landscaping to minimise energy consumption and provide resilience to a changing climate.
- iv) Requiring both innovative design and technologies that reduce the impacts of climate change within the garden communities.
- v) Supporting opportunities to deliver decentralised energy systems, particularly those which are powered by a renewable or low carbon source. Supporting connection to an existing decentralised energy supply system where there is capacity to supply the proposed development, or design for future connection where there are proposals for such a system.
- vi) Requiring development in the Northern Gateway and East Colchester to connect to, or be capable of connecting to the district heating scheme where there is capacity to supply the proposed development and where it is appropriate and viable to do so.
- vii) Supporting energy efficiency improvements to existing buildings in the Borough where appropriate. (viii) Minimising waste and improving reuse and recycling rates.
- viii) Development will be directed to locations with the least impact on flooding or water resources. All development should consider the impact of and promotion of design responses to flood risk for the lifetime of the development and the availability of water and water infrastructure for the lifetime of the development.
- ix) Green infrastructure should be used to manage and enhance existing habitats. Opportunities should be taken to create new habitats and assist with species migration. Consideration should be given to the use of green infrastructure to provide shade during higher temperatures and for flood mitigation. The potential role of green infrastructure as 'productive landscapes' should also be considered.

- *Policy DM23 (Flood Risk and Water Management): **All development proposals are required to incorporate climate-change allowances in their flood risk modelling.***
- *Policy DM 25 (Renewable Energy, Water, Waste and Recycling): **carbon reduction can be promoted through the efficient use of***

energy and resources, alongside waste minimisation and recycling. Sustainable construction techniques in tandem with high quality design and materials to reduce energy demand, waste and the use of natural resources, including the sustainable management of the Borough's water resources is to be encouraged. The Local Planning Authority will support proposals for renewable energy projects including micro-generation, offshore wind farms (plus land based ancillary infrastructure) solar farms, solar panels on buildings, wind farms, District Heating Networks and community led renewable energy initiatives at appropriate locations in the Borough to help reduce Colchester's carbon footprint.

Marks Tey Parish Neighbourhood Plan 2020-2033^{xiii}

1.24 The Marks Tey Parish Neighbourhood Plan is currently out for its regulation 16 consultation until 5 April 2021 and provides a framework for future development within the plan area. The 15 policies outlined in the Neighbourhood Plan relate to a few core objectives which are intertwined with climate policy:

- a. *An environmentally friendly place to live, with a more environmentally friendly way of travelling, both for work and leisure, with walking and cycling opportunities;*
- b. *Creating a healthier environment: having policies such as protecting local wildlife, planting hedgerows and trees, and expecting developers will play [sic] a part in terms of funding and incorporating such features in their plans.*

Colchester Borough Council Climate Emergency Action Plan (January 2020)

1.25 CBC declared a climate emergency in July 2019. To achieve carbon neutrality by 2030 the Council has produced a Climate Emergency Action Plan. Whilst specific to the Council's emissions rather than development throughout the borough, many of the principles are relevant to development at Tey St Andrews. Principle 3 – Planning, Development & Sustainable Travel acknowledges that the planning system is a powerful tool for "shaping new and existing developments in ways that reduce carbon emissions...and positively builds community resilience to challenges such as extreme heat or flood risk". The Action Plan also recognises the importance of exemplars of sustainability building and carbon neutrality and states that the Garden Communities provide opportunities for taking this forward.

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