Colchester Borough Council

Core Strategy Regulation 26 Consultation

**Strategic Environmental Assessment
And Sustainability Appraisal**

Environmental Report

Prepared for Colchester Borough Council

By

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Introduction to Sustainable Development

Sustainable development is defined as 'development that meets the needs of the present without compromising the ability of future generations to meet their own needs' (World Commission on Environment and Development, 1987). The UK Government has adopted 5 principles of for sustainable development they include;

- Living within environmental limits,
- Ensuring a strong, healthy and just society,
- Achieving a sustainable economy,
- Promoting good governance,
- Using sound science.

Sustainability Appraisal and Strategic Environmental Assessment

The European Directive 2001/42/EC (EC, 2001) ensures that a Strategic Environmental Assessment of a wide range of plans and programmes shall be conducted. The Colchester Borough Council Draft Core Strategy DPD Regulation 25 Version therefore requires a Strategic Appraisal that incorporates the dual statutory requirement of both Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA).

This report has been prepared in accordance with the following Office of the Deputy Prime Minister (ODPM) guidance;

- A 'Practical Guide to the Strategic Environmental Assessment Directive' (September, 2005).
- 'Sustainability Appraisal (SA) of Regional Spatial Strategies and Local Development Frameworks' (November, 2005)

Methodology Adopted in the SEA

The Scoping stage of the SEA/SA involves investigation into the relevant plans, programmes and environmental protection objectives. The Scoping Report also outlines the baseline information which provides the basis for predicting and monitoring environmental effects, aids in the interpretation of environmental problems and allows identification of possible mitigation measures. A list of Sustainability objectives is also outlined in the Scoping Report.

The Colchester Borough Council Draft Core Strategy DPD Regulation 26 Version was consulted for a 5 week period. The second part of the SEA approach involves the development and refinement of alternatives and assessing the effects of the plan.

The third stage is the development of the Environmental Report. The structure of the Environmental Report is very similar to the suggested structure outlined in 'A Practical Guide to the Strategic Environmental Assessment Directive' (September, 2005).

Chapter 2   -   Background

The Colchester Borough Council Draft Core Strategy DPD Regulation 26 Consultation aims to set out the key elements of the planning framework for the area in a set of statements for the local community to provide their opinions. The Draft Core Strategy DPD Regulation 26 Version outlines the following principle objectives;

Objective Reference	Sustainable Communities
1	• Direct development to sustainable locations to support existing communities, local businesses, sustainable transport and protect green spaces (e.g. countryside, natural environment).
2	• Promote high quality design and environmentally sustainable buildings in all developments.
	Centres and Employment
3	• Create a prestigious regional centre and a vibrant network of neighbourhood centres that stimulate economic activity and provide resident's needs at highly accessible locations.
4	• Provide quality jobs needed to support the prosperity of our growing community.
	Community Facilities
5	• Provide excellent and accessible health, education, culture and leisure facilities to meet the needs of Colchester's growing community.
6	• Promote active and healthy lifestyles and strive for excellence in education and culture.
	Housing
7	• Provide decent housing at accessible locations to accommodate our growing community.
8	• Provide a range of housing options to meet the diverse needs of the whole community (e.g. low income and older person households).
9	• Promote high quality and sustainable housing design and construction.
	Urban Renaissances

10	• Regenerate rundown areas and create new high quality and sustainable communities.
11	• Protect and enhance Colchester's historic buildings and features.
	Public Realm
12	• Improve streetscapes and open spaces to provide attractive spaces for residents to walk, work, shop, play and relax.
	Accessibility and Transport -
13	• Focus development at accessible locations which supports public transport, walking and cycling and reduces the need for car travel.
14	• Provide excellent public transport connections between neighbourhood and regional centres and linking residents with these centres via safe and attractive pedestrian and cycle paths.
	Natural Environment and Rural Communities
15	• Protect Colchester's natural environment, countryside and coastline. •
16	• Support appropriate local employment and necessary development in villages and rural communities.
	Energy, Resources, Waste and Recycling
17	• To be the cleanest and greenest Borough;
18	• Encouraging renewable energy and efficient use of scarce resources
19	• Reduce, reuse and recycle waste.

Chapter 3   -   SEA Objectives and Baseline and Context

Review of the Plans and Programmes

The relationship between various plans and programmes and sustainability objectives may influence the Colchester Borough Council Draft Core Strategy DPD Regulation 26 Version in various ways. The relationships are analysed to;

- Identify any external social, environmental or economic objectives that should be reflected in the SA process;
- Identify external factors that may have influenced the preparation of the plan; and
- Determine whether the policies in other plans and programmes might lead to cumulative effects when combined with policies in the Draft Core Strategy DPD Regulation 26 Version.

Baseline Characteristics

The SEA Directive requires an analysis of the 'relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan' (Annex 1b) and 'the environmental characteristics of areas likely to be significantly affected' (Annex 1c).

The baseline data for the SEA/SA of the Colchester Borough Council Draft Core Strategy DPD Regulation 26 Version includes existing environmental and sustainability information from a range of sources. Some key summary points of the baseline data are outlined in the series of tables that follows.

Colchester Borough Council – Baseline Summary

Colchester Borough Council Baseline Summary

Population Summary
 - The total resident population for the Borough of Colchester in 2001 was 155, 800 persons, with 49.4% of the population were male while 50.6% were female. It is anticipated that by 2021 the population within the Borough will be 179, 800 persons. - The Borough of Colchester is the third largest local authority in Essex and accounts for 11% of the Essex County population - In 2001 the Borough of Colchester has a disproportionately higher percentage of persons aged 20-34 years and to a lesser extent persons aged 35-39 years than Essex County and the East of England region. - The Borough of Colchester is anticipated to continue to experience a lower percentage of persons aged 55-85+ years than the East of England region and the County of Essex in 2021 - The Borough of Colchester is more densely populated than the County of Essex with 19.1% more persons per hectare, the East of England region (35.7%) and England and Wales (27.7%) - The marital status of persons residing within the Borough of Colchester in 2001 is similar to the trend displayed at the County, regional and national scale. - The greatest proportion of households in Colchester is married persons with 39.2% of persons, while 28.3% of the population within the Borough adopt a one person household composition

Housing Summary

- The Borough of Colchester has a similar percentage of households inhabiting a semi detached dwelling house with 31% of the population.

- However the Borough of Colchester has a greater proportion of detached dwellings than the average regional and national households, within Colchester 33.3% of households inhabit a detach dwelling while nationally the figure is 22.8% and regionally 30.2%.

- The Borough of Colchester has a lower proportion of households inhabiting terrace dwellings (18.9) compared to the regional (23.5%) and national (26%) experience

- The average price of a flat within the Borough of Colchester (£85, 763) was less than the average price of a flat within the region (£96, 888) and nationally (£138, 762).

- The average price of detached, semi detached and terraced dwellings within the Borough of Colchester is less than the average for the region but comparable with the average price for the England and Wales

- The Borough of Colchester has a higher average gross income than England and Wales (£22, 500); however the income level is lower than the average income for households within the East of England (£27, 000)

- In 2000 the Office of the Deputy Prime Minister outlined a target of 60% of new housing development to be located on previously developed land; the Borough of Colchester successfully exceeded this target in 2002/03. Since 2002/03 the Borough of Colchester has continually increased the number of new housing development on previously developed land, and in 2004/05 Colchester had an outstanding record of 95.14% of new residential development on Brownfield land.

Education and Employment Summary

- The proportion of persons with a degree level qualification within the Borough of Colchester (18.9%) is similar to the East of England region (18.1%) and England and Wales (19.8%).

- The number of persons within Colchester with no qualifications is 25%, which compares favourably with the East of England (27.9%) and England and Wales (29.1%).

- The total number of full time entrants aged 18-20 years that have commenced higher education has increased within the Borough of Colchester from 1996/97 to 2002/03 65 persons, as a proportion of the total number of Essex Local Education Authority entrants in the Borough of Colchester this total has marginally declined from 13.1% in 1996/97 to 12.5% in 2002/03

- In the Borough of Colchester, 63.5% of the population aged 16-74 is economically active. This compares favourably to the totals for England and Wales (60.6%).

- The percentage number of persons employed within Colchester is slightly less than that for Essex (64.2% and the East of England (64.3%)

- The Borough of Colchester has a marginally lower level of unemployment with 2.3% of the population aged 16-74 compared to Essex at 2.5%, the East of England region at 2.6% and England and Wales at 3.4%. The percentage of students that are economically active (2.9%) and economically inactive (5.6%) is higher than that for Essex, the East of England and England and Wales

Deprivation Summary

- The average ranked position (IMD) for the Borough of Colchester taking into account the average score, average rank, extent score and local concentration score is 3.8. This demonstrates that out of the 12 Essex local authorities Colchester has an average rank of 3.8, therefore although it is not the most deprived authority within Essex the authority does rank within the upper quartile of deprivation.

- The Borough of Colchester is ranked 3rd in terms of local concentration score in Essex, this figure provides an indication as to the severity of deprivation in 'hotspots' demonstrating that Colchester performs extremely poorly.

- Essex contains 40 Super Output Areas in the most deprived 20% in England. These seriously deprived areas are in Basildon, Clacton, Harwich, Colchester (5 areas) and Harlow.

- Some of the 10% most deprived areas in England are located within the Borough of Colchester

- The Borough of Colchester experiences the greatest deprivation within the small areas due to barriers to housing and services

- The Borough of Colchester (2.9%) experiences a relatively high level of living environment deprivation compared to Essex County (1.2%) and the average for the Essex local authorities (1.0%).

- Colchester displays a slightly worrying trend because the health and disability domain (3.8%) for the small areas that are seriously deprived is higher than the other comparators, the figure is 1.9 times greater than the Essex County score (2%) and 2.7 times higher than the average Essex district score (1.4%).

- Within the Borough of Colchester 15.9% of people have a limiting or long term illness, this level of persons is marginally lower than the regional proportion of 16.2% and the national level (18.2%)

Crime Summary

- Crime rates per 1000 of the population for Colchester remained fairly constant from April 2003 to March 2004. The crime figures for the Borough of Colchester are similar to the regional statistics.

- Colchester has a higher incidence of sexual offences (1.26 per 1000 of the population) and violence against the person (18.99 per 1000 of the population) in comparison to the English average

- The Borough of Colchester has a lower incidence of robbery offences, burglary dwelling offences, theft of motor vehicle offences, and theft from a motor vehicle offence in comparison to the English average.

Floorspace Summary

- The Borough of Colchester has a well balanced and broad range of use class properties.

- The proportion of retail units within Colchester (1369) is similar to Ipswich (1363) these town centres are renowned for the retail facilities.

- Unlike Ipswich the proportion of office, factory and warehouse units within the Borough of Colchester exceeds the average for the Haven Gateway. Colchester has the greatest proportion factory and warehouse units throughout all the Haven Gateway local authorities.

- The Borough of Colchester (395) has smaller factory units than Ipswich (426). Ipswich has larger office, factory and warehouse units than the Borough of Colchester.

- Although the Borough of Colchester has a similar amount of retail units as Ipswich (£106 m2) the rateable value for retail in Colchester is greater (£132 per m2).

- The Borough of Colchester has the highest rateable value per meter squared of floorspace for factory (£38 per m2) and warehousing (£43 per m2) than all the other Haven Gateway districts.

Cultural Heritage and Material Assets Summary

- Essex currently has a total of 14,239 (excluding Southend-on-Sea Unitary Authority and Thurrock Unitary Authority) listed buildings, Colchester contains 1557 of the Essex listed buildings (Information dated 14th November 2005).

- A Register of Parks and Gardens of Special Historic Interest' has been complied by English Nature. The parks and gardens of historic interest that are located within the Borough of Colchester include; Castle Park, Wivenhoe Park and Gardens at Layer Marney Tower.

- The Borough of Colchester has a significant archaeological resource, with particular emphasis within Colchester Town Centre, including Sheepen Road within the northern part of Colchester and Gosbecks Road in the south west of Colchester

- Essex currently has 230 designated Conservation Areas the Borough of Colchester contains 21 of these Conservation areas.

- There are 4 Areas designated of Special Character in Colchester although they are not of Conservation Area status they have a particular character which is desirable to maintain.

- Countryside Conservation Areas in the Borough include: Roman River Valley, High Woods, Abberton Reservoir, Colne Valley, Salary Brook and Lower Colne Valley, Tiptree and Messing, Stour Valley, Coast and Mersea Island.

- The best quality agricultural lands in the Borough of Colchester are situated to the north of the A12 with further Grade 2 land in Stanway and Mersea Island.

Biodiversity Summary

- Colchester Borough has the following flagship species: Beautiful Demoiselle Damselfly, Great Crested Newt, Sea Holly, Stag Beetle, Lesser Calamint.

- Acid grassland is associated with heathland there are many examples of acidic grassland within the Colchester Borough. Tiptree Heath SSSI and the Roman River SSSI are two of the main areas of unimproved acid grassland that remain in Essex

- The Blackwater Estuary and Colne Estuary are both designated international and national areas of nature conservation importance, and contain areas of drained grassland within the marshes

- The southeast of Colchester contains the Tiptree Heath SSSI which is situated on glacial deposits and gravel. The Layer Brook flows through the heath which supports habitats including acidic grassland and dwarf shrub heath

- The Tiptree Heath SSSI is the largest surviving fragment of heathland remaining in Essex.

- Areas of salt marsh are situated along the coast of Colchester this includes the north coast of Mersea Island and tributaries of River Colne. Colchester coast also has a variety of saltings, mudflats, sand and shingle beaches that provide habitats for the wildfowl.

- Abberton Reservoir is situated 4 miles south of Colchester town centre and is a particularly dominant feature of the surrounding landscape. Abberton reservoir is a SSSI a Special Protection Area, and a Ramsar Site at a size of about 500ha and is the largest freshwater body in Essex

- Ancient woodland is found to the south of Colchester clustered along the Roman River, on the valley from Copford to its confluence with River Colne.

- Orchards are found predominately to the North of Colchester, particularly around West Bergholt, Great Horkesley and Langham

Water Summary

- The Environment Agency have deemed the following rivers 'at risk' of pollution; Layer Brook, Roman River, Colne, St Botolphs Brook

- Furthermore the Environment Agency also outlines the rivers that are probably at risk of pollution, they include; Tendring streams, Birch Brook

- The north coast of Mersea Island and opposite on the mainland is an extensive flood risk area

- The Abberton Reservoir is also shown as a high flood risk area. Abberton Reservoir is a contoured defined reservoir therefore extensive rain increases the probability of flooding. Similarly north east of Colchester the Ardleigh Reservoir is shown as a high flood risk area the reservoir is also contour defined.

- The Stour Valley on the border of the Colchester Borough with Suffolk is also designated as high flood risk. Furthermore the Colne Valley which penetrates through the centre of Colchester town is also designated as a high flood risk zone

Air Quality

- The percentage of persons aged 16-74 years who travelled to work by car was significantly greater than those who travel to work by public transport. The Borough of Colchester had a slightly lower percentage of people who travel to work by car at 61% compared to the East of England at 64.7 % and England and Wales at 61.5%.

- The Borough of Colchester had a slightly higher percentage of people who travel to work by public transport at 13.2% compared to the East of England at 10.9%.

- Over 43% of households in England and Wales, East of England and Colchester had 1 car or van and over 29% of the households had 2 or more cars in 2001.

- The Borough of Colchester had a slightly higher percentage of households with 1 or more cars at 44.9% compared to England and Wales at 43.8% and East of England at 44.1%.

- The Borough of Colchester had a slightly higher percentage of households with no cars at 21.1% compared to the East of England at 19.8% however this is significantly lower than that of England and Wales at 26.8%.

- The Borough of Colchester and the East of England region had a greater percentage of households with 2 or more cars or vans at 34% and 36.1% respectively. This was significantly greater than that for England and Wales at 29.4%

- There are two Air Quality Management Areas (AQMA) in Colchester in terms of their exceedence of the NO_2 annual mean Objective. These are located at Mersea Road and Brook Street

- There are widespread exceedences of the annual mean objective in these two AQMAs, most notably at Mersea Road, where monitored levels reached a maximum of 76.8µg/m$_3$.

- Road traffic emissions were identified as the major source of NO_x emissions in the AQMA and the Council is currently drawing up an Air Quality Action Plan for the Brook Street AQMA

- Seven junctions have been identified as potentially significant due to congestion issues within Colchester. It is predicted that the annual mean objective is likely to be met at these locations, with the exception of the Ipswich Road/St Andrews Avenue junction which showed an exceedence in the monitoring results for 2005.

SEA Objectives, Targets and Indicators

Sustainability Objectives

The utilisation of SEA objectives is a recognised methodology for considering the environmental effects of a plan and programme and comparing the effects of the alternatives. The sustainability objectives are utilised to show whether the objectives of the plan and programme are beneficial for the environment, to compare the environmental effects of the alternatives or to suggest improvements.

The SEA Objectives for the SEA/SA of the Colchester Borough Council Core Strategy Regulation 26 Consultation include;

SEA Reference	SEA Objective
1	**To ensure the delivery of high quality sustainable communities where people will want to live and work.**
2	Create Safe environments where crime and disorder or fear of crime does not undermine the quality of life or community cohesion.
3	To provide everybody with the opportunity to live in a decent home.
4	To promote town centre vitality and viability.
5	To achieve sustainable levels of prosperity and economic growth.
6	To conserve and enhance the biological and geological diversity of the environment as an integral part of social, environmental and economic development.
7	To promote more sustainable transport choices both for people and moving freight ensuring access to jobs, shopping, leisure facilities and services by public transport, walking and cycling.
8	To improve the education and skills of the population.
9	To maintain and enhance the cultural heritage and assets within the District of Rochford.
10	To reduce contributions to climatic change.
11	To improve water quality and management.

12	To improve air quality.

Chapter 4 - Colchester Borough Council Draft Core Strategy DPD Regulation 26 Version Policy Appraisal

Annex 1 (f) of the SEA Directive (2001) states that information should be provided on "the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic, material assets including architectural and archaeological heritage, landscape and the interrelationship between the above factors" (Annex 1(f)).

The Core Strategy highlights that "the strategic options … provide the context for the investigation of more specific policy options" (Colchester Borough Council, 2006, Chapter 4). Furthermore "the spatial strategy provides a summary of the Core Strategy, the spatial context for the Spatial Policies and outlines how the vision and objectives will be achieved" (Colchester Borough Council, 2006, Chapter 5). It was therefore concluded that to ensure the SEA/SA is robust that the policy relationship between the Spatial Strategy and the Spatial Policies is identified. Following this assessment it was deemed appropriate that the comprehensive assessment of the Spatial Policies would ensure that the Spatial Strategy was appropriately assessed. The overarching strategy directly relates to the Spatial Policies.

For the purpose of this appraisal the duration of these time frames reflects the content of the Draft East of England Plan and are;

- ➢ **Short Term** - This is regarded as present day to 2010.

- ➢ **Medium Term** - Regarded as 2011-2015.

- ➢ **Longer Term** - 2016 – 2021.

The technical annex contains information on the entire SEA/SA assessment of the policies with no options and those with policy options. The following information outlined in the Environmental Report is a summary of the main issues. The Environmental Report is set out in two separate parts firstly those policies with no options, and secondly the policy options assessment. The summary of the performance for each policy and policy option is set out in terms of the overarching

performance of the policy against all the SEA objectives (SEA 1 the overarching sustainability objective). The summary discussion illustrates a matrix which highlights the performance of the policy against the individual SEA objectives throughout time. A discussion also follows which briefly outlines the overall impact of the policy and appropriate recommendations.

Chapter 5 – Secondary, Cumulative and Synergistic Effects

When determining the significant effects of a policy or plan the Office of the Deputy Prime Minister (now Department for Communities and Local Government) recommends that account should be given to the cumulative, synergistic and secondary effects. A table has been utilised to demonstrate the results illustrating the type of effect and whether the impact is predominately social, economic or environmental.

Definitions of the effects are;

Secondary effects – are effects that are not a direct result of the Core Strategy, but occur away from the original effect or as a result of a complex pathway (ODPM, 2005, 137).

Cumulative effects – are whereby several developments each have insignificant effects but together have a significant effect, or where several individual effects of the Core Strategy have a combined effect (ODPM, 2005, 137).

Synergistic effects – are effects that interact to produce a total effect greater than the sum of the individual effects (ODPM, 2005, 137).

Chapter 6 - Monitoring Implementation of the Development Plan Document

The SEA Directive states that "Member States shall monitor the significant environmental effects of the implementation of plans and programmes in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action" (Article.10.1). Furthermore the Environmental Report shall include "a description of the measures envisaged concerning monitoring" (Annex 1 (i)). This Chapter aims to outline the monitoring

framework for the Colchester Borough Council Core Strategy Regulation 26 Consultation.

Chapter 1   -   Methodology

Chapter 1

1. Methodology

1.1 Introduction to Sustainable Development

The widely utilised international definition for sustainable development is "development that meets the needs of the present without compromising the ability of future generations to meet their own needs" (World Commission on Environment and Development, 1987). In 1992 at the Rio Summit Government's worldwide committed themselves to the delivery of sustainable development. Following this convention the UK Government formulated the first national Sustainable Development Framework in 1999. In the UK Sustainable Development Framework (1999) the UK Government clearly outlined the meaning of Sustainable Development placing greater emphasis on attaining a better quality of life for everyone now and for the future. The UK Government updated the Sustainable Development Strategy in 2005, and adopted 5 principles for sustainable development they include;

- ❖ Living within environmental limits,
- ❖ Ensuring a strong, healthy and Just Society,
- ❖ Achieving a sustainable economy,
- ❖ Promoting good governance,
- ❖ Using sound science.

An important component of sustainable development is weighing up the environmental, social and economic factors, and this is fundamental to Sustainability Appraisal and Strategic Environmental Assessment.

1.2 Sustainability Appraisal and Strategic Environmental Assessment

The European Directive 2001/42/EC (EC, 2001) ensures that a Strategic Environmental Assessment of a wide range of plans and programmes shall be conducted. The Colchester Borough Council Core Strategy DPD Regulation 26 Consultation therefore requires a Strategic Appraisal that incorporates the dual statutory requirement of both Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA). The purpose of SEA/SA is to promote environmental protection and contribute to the integration of environmental, social

and economic considerations into the preparation and adoption of plans, with a view to promote sustainable development.

This report has been prepared in accordance with the following Office of the Deputy Prime Minister (ODPM) guidance:

- 'A Practical Guide to the Strategic Environmental Assessment Directive' (September 2005)
- 'Sustainability Appraisal (SA) of Regional Spatial Strategies and Local Development Frameworks' (November 2005)

The requirement for SEA/SA emanates from a high level of international and national commitment to sustainable development and this has been incorporated into EC Directives, laws, guidance, advice and policy.

The purpose of this sustainability appraisal is to promote sustainable development through better integration of sustainability considerations into the adoption of the Colchester Borough Council Draft Core Strategy DPD Regulation 26.

The requirements to undertake a SA and SEA are distinct. The principle difference between SEA and SA is that SEA is baseline led, focusing primarily on environmental effects, whereas SA is objectives led. The SEA Directive defines the environment in a broad context and includes:

- Biodiversity
- Population
- Human Health
- Fauna
- Flora
- Soil
- Water
- Air
- Climatic factors
- Material Assets
- Cultural Heritage including architectural and archaeological heritage
- Landscape

SA goes further by examining all the sustainability-related effects of plans, whether they are social, environmental or economic.

Despite these differences it is possible to meet both requirements through a single appraisal process. In order to minimise duplication and time, ECC has applied this approach. Throughout the remainder of this document where reference is made to sustainability appraisal (SA) it should be taken to include the requirements of the SEA Directive (2001/42/EC) as incorporated into English Law by virtue of the Environmental Assessment of Plans and Programme Regulations (2004).

This report and SA process has been led by Essex County Council's Strategic Environmental Assessment team. Diverse expertise has been drawn upon across the County Council's service areas and appropriate partnership forums. This arrangement conforms to guidance recommendations in respect of a need for taking a balanced view; a good understanding of the local circumstances; understanding the issues, and drawing on good practice elsewhere to evaluate the full range of sustainability issues.

1.3   Scope of the Report

The final Environment Report comprises of;

➢ Non-Technical Summary;
➢ An outline of the methodology adopted;
➢ Background setting out the purpose of the SEA and the objectives of the Colchester Borough Council Draft Core Strategy DPD Regulation 26 Version;
➢ SEA objectives and the sustainability issues throughout the Colchester Borough Council Draft Core Strategy DPD Regulation 25 Version and the key issues that need to be addressed;
➢ An assessment of the contribution of the proposed plan policies outlined in the questionnaire to social, economic and environmental objectives within the district;
➢ An assessment of the plans policy options.
➢ An outline of the proposed policy recommendations and there impact on the SEA/SA objectives.

1.4 Methodology Adopted in the SEA

The approach adopted in this Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the Colchester Borough Council Draft Core Strategy DPD Regulation 26 Consultation is based on the process outlined in the Office of the Deputy Prime Minister Guidance – A Guide to the Strategic Environmental Assessment Directive (September 2005). The methodology adopted seeks to meet the requirements of both SA and SEA for the environmental assessment of plans.

The SA Framework is based on the initial criteria and proposed approaches set out in the scoping report. The scoping stage of the SEA/SA involves investigation into the relevant plans, programmes and environmental protection objectives. The scoping report also sets out the baseline information which provides the basis for predicting and monitoring environmental effects, aids in the interpretation of environmental problems and allows identification of possible methods for mitigation. A range of information aids in the identification of potential environmental problems including, earlier issues identified in other plans and programmes, baseline information, tensions between current and future baseline information and consultation with the consultation bodies. The scoping report also contains a list of SEA objectives. SEA objectives are not a specific requirement of the Directive but they are recognised as a method for considering the environmental effects of a plan and comparing the effects of alternatives. The SEA objectives utilised in the Colchester Borough Council Core Strategy regulation 26 were refined from the previous Regulation 25 Core Strategy. A more robust sustainability appraisal framework was devised to aid in the assessment and in the interpretation of the assessment.

"The Directive creates the following requirements for consultation;

> ➢ Authorities which, because of their environmental responsibilities, are likely to be concerned by the effects of implementing the plan or programme, must be consulted on the scope and level of detail of the information to be included in the Environmental Report. These authorities are designated in the SEA Regulations as the Consultation Bodies.
> ➢ The public and the Consultation Bodies must be consulted on the draft plan or programme and the Environmental Report, and must be given an early effective opportunity within appropriate time frames to express their opinions" (Office of the Deputy Prime Minister, 2005, 16).

The Colchester Borough Council Draft Core Strategy DPD Regulation 26 Version was consulted for a 5 week period, whereby the statutory Consultation Bodies and other relevant persons were consulted. The statutory Consultation Bodies include;

- Countryside Agency,
- English Heritage,
- Natural England,
- And the Environment Agency.

The second part of the SEA approach involves the assessment of the Colchester Borough Core Strategy Regulation 26. The initial stage of this assessment involved testing the SEA objectives against the overarching objectives outlined in the Core Strategy chapter 3 a compatibility appraisal matrix was therefore used to present this preliminary assessment. The Core Strategy highlighted that the "strategic options … provide the context for the investigations of more specific policy options" (Colchester Borough Council, 2006). The SEA Team therefore assessed the spatial strategy outlined in chapters 4 and 5 and concluded that specific policies or a combinations of polices within chapter 6 refer directly to the spatial vision. It was therefore concluded that the SEA would outline a table which demonstrates the policies that seek to deliver each aspect of the spatial vision, cross reference to the policy appraisal and assessment ensures that all aspects of the Core Strategy have been subject to an SEA/SA.

The policies and policy options were assessed against the SEA objectives and cross reference to the review of the plans and programmes and the baseline data was also used in the assessment. Where appropriate policy recommendations were outlined to enhance the clarity and delivery of the policy. When assessing the policies and policy options the temporal extent of the impact upon each SEA objective was determined and outlined. In appraising the policies the geographical spatial extent was also clearly expressed for each SEA objective.

Chapter 2 - Background

Chapter 2

2. Background

2.1 Purpose of this Sustainability Appraisal/Strategic Environmental Assessment

This Environmental Report has been devised to meet European Directive 2001/42/EC which requires a formal strategic assessment of certain plans and programmes which are likely to have a significant effect on the environment. The Directive has been incorporated into English Law by virtue of the Environment Assessment of Plans and Programmes Regulations (2004). In accordance with the provisions set out in the SEA Directive and the Planning and Compulsory Purchase Act (2004), a SA/SEA of the Colchester Borough Council Draft Core Strategy DPD Regulation 25 Version must be undertaken and consulted on prior to the adoption.

This Environment Report outlines the appraisal methodology, sustainability objectives, review of plans and programmes, baseline information used in the appraisal process, and the assessment of the Colchester Borough Council Draft Core Strategy DPD Regulation 26.

2.2 Colchester Borough Council Core Strategy DPD Regulation 26

The Planning and Compulsory Purchase Act (2004) introduced alterations to the planning system; the fundamental aim of these changes was to promote a proactive and positive approach to managing development. The Local Development Framework forms a fundamental element in the new planning system.

Local Development Frameworks will be comprised of Local Development Documents, which include Development Plan Documents, that are part of the statutory development plan and Supplementary Planning Documents which expand on policies set out in a development plan document or provide additional detail. The Core Strategy is one of the fundamental documents that form an integral part of the Local Development Framework. This is the Regulation 26 Core Strategy therefore it sets out Colchester Borough Council's preferred options and proposals.

The Core Strategy therefore outlines the background to the Core Strategy preparation, purpose and the content expected. The introductory chapter also demonstrates awareness of national, regional and local policy. The second chapter within the Core Strategy provides a spatial portrait, information on the evidence base, and the key issues for the Borough of Colchester. Chapter 3 then sets out the spatial vision, and the overarching objectives of the Core Strategy. The final chapters of the Core Strategy provide a context for the spatial strategy, spatial policies and where expressed policy options. Table one outlines the spatial objectives for the Core Strategy.

Table 1 – Spatial Objectives of the Core Strategy

Objective Reference	Sustainable Communities
1	• Direct development to sustainable locations to support existing communities, local businesses, sustainable transport and protect green spaces (e.g. countryside, natural environment).
2	• Promote high quality design and environmentally sustainable buildings in all developments.
	Centres and Employment
3	• Create a prestigious regional centre and a vibrant network of neighbourhood centres that stimulate economic activity and provide resident's needs at highly accessible locations.
4	• Provide quality jobs needed to support the prosperity of our growing community.
	Community Facilities
5	• Provide excellent and accessible health, education, culture and leisure facilities to meet the needs of Colchester's growing community.
6	• Promote active and healthy lifestyles and strive for excellence in education and culture.
	Housing
7	• Provide decent housing at accessible locations to

	accommodate our growing community.
8	• Provide a range of housing options to meet the diverse needs of the whole community (e.g. low income and older person households).
9	• Promote high quality and sustainable housing design and construction.
Urban Renaissances	
10	• Regenerate rundown areas and create new high quality and sustainable communities.
11	• Protect and enhance Colchester's historic buildings and features.
Public Realm	
12	• Improve streetscapes and open spaces to provide attractive spaces for residents to walk, work, shop, play and relax.
Accessibility and Transport -	
13	• Focus development at accessible locations which supports public transport, walking and cycling and reduces the need for car travel.
14	• Provide excellent public transport connections between neighbourhood and regional centres and linking residents with these centres via safe and attractive pedestrian and cycle paths.
Natural Environment and Rural Communities	
15	• Protect Colchester's natural environment, countryside and coastline. •
16	• Support appropriate local employment and necessary development in villages and rural communities.
Energy, Resources, Waste and Recycling	
17	• To be the cleanest and greenest Borough;
18	• Encouraging renewable energy and efficient use of scarce resources

19	• Reduce, reuse and recycle waste.

Chapter 3   -   SEA Objectives, Baseline and Context

Chapter 3

SEA Objectives, Baseline and Context

Review of the Plans and Programmes

The relationship between various plans and programmes and sustainability objectives may influence the Colchester Borough Council Core Strategy in various ways. The relationships are analysed to;

- identify any external social, environmental or economic objectives that should be reflected in the SA process;

- identify external factors that may have influenced the preparation of the plan; and

- Determine whether the policies in other plans and programmes might lead to cumulative effects when combined with policies in the Core Strategy.

Engaging in this process enables Colchester Borough Council Core Strategy to take advantage of any potential synergies and to attend to any inconsistencies and constraints. The plans and programmes that need to be considered include those at an international, national and regional and local scale.

The preparatory work for the Colchester Borough Council Core Strategy has considered a number of planning policies and guidance documents, however to meet the SA's requirements a broader range were considered, in particular those outlining issues of environmental protection and sustainability objectives. Table 2 shows a summary list of plans and programmes that were reviewed as part of the SA. Appendix 1 contains the outcome of the review.

Table 2 - List of plans and programmes reviewed:

International

European and international Sustainability Development Strategy

European Spatial Development Perspective (May, 1999)

European Community Biodiversity Strategy

Environment 2010: Our Future, Our Choice

The Sixth Environment Action Programme of the European Community
Draft European Constitution 2003

European Convention on the Protection of the Archaeological Heritage (Revised)
Valetta, 16.1.1992

Water Framework Directive (England and Wales) Regulations Directive 2000/60/EC

EU Wild Birds Directive (79/409/EEC)

EU Nitrates Directive

EU Habitat Directive Council 92/43/EEC

Waste Framework Directive, Council 75/442/EEC

Regional

PPS1; Delivering Sustainable Development

PPG3; Housing

PPG4; Industrial, Commercial Development and Small Firms

PPS6; Planning for Town Centres

PPS7; Sustainable Development in Rural Areas

Planning Policy Guidance 8 – telecommunications (Office of the Deputy Prime Minister)

PPS9; Biodiversity and Geological Conservation

PPS10; Planning for Sustainable Waste Management

PPS12 – Local Development Framework

PPG13; Transport

PPG14; Development on Unstable Land

PPG15; Planning and the Historic Environment.

PPG 16; Archaeology and Planning

PPG17; Planning for Open Space, Sport and Recreation

PPG19: Outside Advertisement Control

PPG20; Coastal Planning

PPG21; Tourism

PPS22; Renewable Energy

PPS23; Planning and Pollution Control

PPG24; Planning and Noise

PPG25; Development and Flood Risk

Securing the Future Delivering UK Sustainable Development Strategy (March, 2005

ODPM By Design, Urban Design In The Planning System May 2000

ODPM Planning and Access For Disabled People 2003

Disability Rights Commission: Briefing: Inclusive Design – Creating Inclusive Environments.

Disability Rights Commission Access Statements, Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of buildings and spaces 2005

DDA Codes of Practice and Part M of the Building Regulations

'Secured by Design' ACPO CPI June 2004

Rural Strategy 2004 (Defra)

UK Biodiversity Action Plan (DEFRA 1994)

Regional

Draft Regional Spatial Strategy for the East of England (RSS14)
(December, 2004)

East of England Regional Economic Strategy (East of England Development Agency)

A Sustainable Development Framework for the East of England (East of England Regional Assembly) (2001)

Sub Regional

The Greater Haven Gateway Housing Strategy for the Sub Region 2006-2010 (May 2006)

County

Essex and Southend on Sea Replacement Structure Plan (adopted April 2004)

Health & Opportunity for the People of Essex – Essex's Local Area Agreement (2006)

Three Year Strategy Plan 2006-2009 (2006) Essex Police Authority and Essex Police

School Organisational Plan 2005-2010 (2006) Essex County Council

Essex Rural Strategy, The Essex Rural Partnership, Partnership priorities for the future of Rural Essex

Essex Local Transport Plan 2006/2011

The Essex and Southend Waste Local Plan, 2001

Minerals Local Plan (Adopted First Review - November 1996)

Essex Biodiversity Action Plan

Essex Design Guide

The Urban Place Supplement

Local

Adopted Review Colchester Borough Local Plan (March, 2004)

Colchester 2020 A Vision for Our Future – Colchester's Community Strategy (December, 2003).

Colchester Local Strategic Partnership (2004) Local Economic Development Strategy for Colchester Borough 2004-07

Colchester Crime and Disorder Reduction Partnership (2005) Colchester Crime Reduction Strategy 2005-2008

Colchester Borough Council, 'Extending Your House' SPD

Colchester Borough Council, 'Magdalen Street Development Brief'

Colchester Borough Council (2006) Supplementary Planning Document – Provision of Open Space, Sport and Recreational Facilities

The plans and programmes reviewed provided the following:
- A basis for establishing sustainability objectives as part of the SA process.

- An influence over the Core Strategy preparation and a higher level policy context.
- A basis for identifying potential cumulative effects of the Core Strategy.

3.2 Baseline Characteristics

The SEA Directive requires an analysis of the "relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan" (Annex 1b) and "the environmental characteristics of areas likely to be significantly affected" (Annex 1c). The baseline information will form the basis for predicting and monitoring the effects of the adoption of the Colchester Borough Council Core Strategy (2006). Furthermore the baseline data allows sustainability problems to be identified and aids the formulation of appropriate mitigation measures and/or proposals for suitable alternatives.

The baseline data for the SA/SEA of the Colchester Borough Council Core Strategy (2006) includes existing environmental and sustainability information from a range of sources, including national government, agency websites, the 2001 Census, Colchester Borough Council and Essex County Council. The information the baseline data aimed to highlight includes;

- the latest data for Colchester Borough Council;
- comparators: regional or national level data against which the status of Colchester Borough may be evaluated;
- identified targets;
- established trends; and
- Environmental/sustainability problems.

Key trends and predicting the future baseline

The following section describes fundamental social, economic and environmental elements of the Colchester Borough.

Location

5.1 The Borough of Colchester is located in north eastern Essex, 78 kilometres north east of London. The Borough of Colchester is surrounded by the following Essex district or borough council's; Braintree, Maldon and Tendring and the Suffolk

authority of Babergh. Map one illustrates the location of the Colchester Borough in relation to the other Essex District/Borough Councils and geographical extent of the Colchester Borough.

Map 1: Illustrating the Location of the Colchester Borough
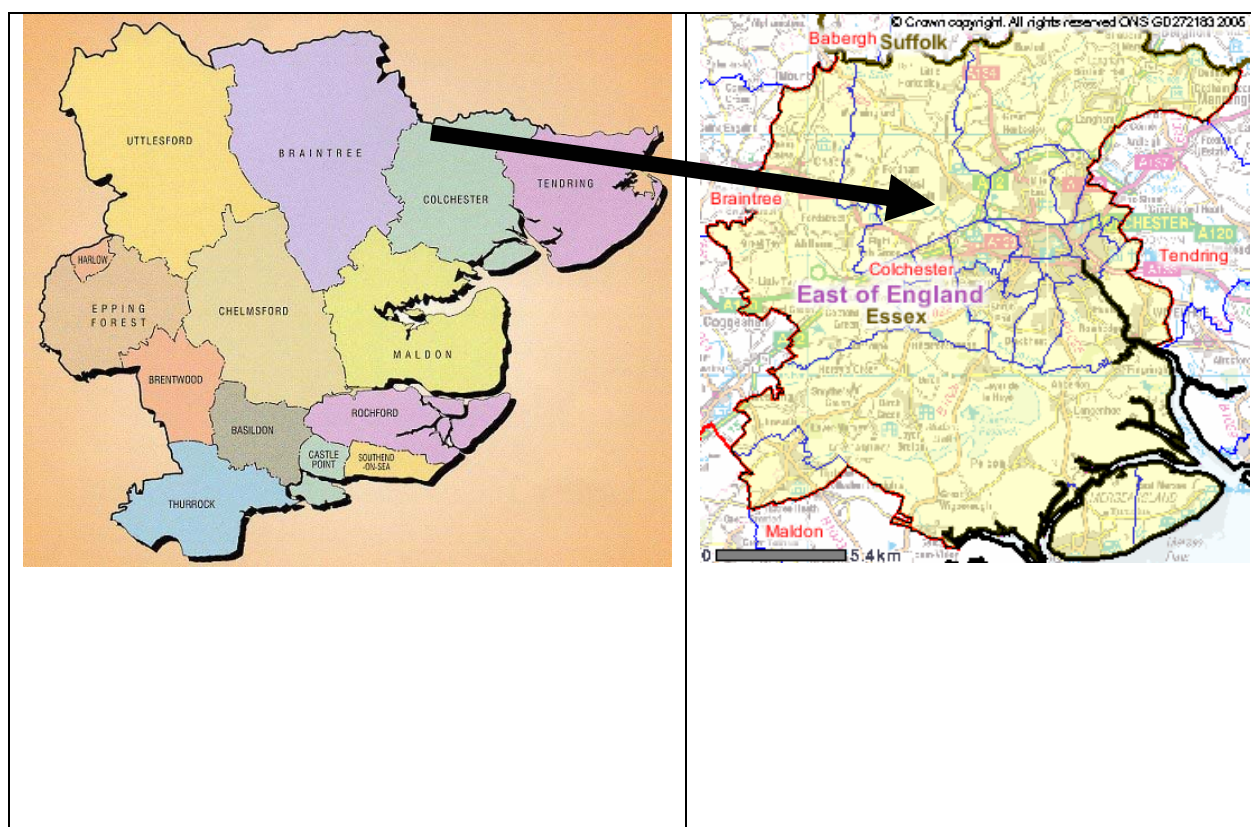
Source; National Statistics Online, 2005

Population

5.2   The total resident population for the Borough of Colchester in 2001 was 155, 800 persons, with 49.4% of the population were male while 50.6% were female. The sex composition of the Borough of Colchester resembles that of the Essex County, because in 2001 48.7% of the population of Essex were male, and 51.3% were female (2001 Census). The Borough of Colchester is the third largest district authority in Essex and accounts for 11% of the Essex County population.

5.3   In analysing the social, economic and environmental characteristics of the Borough of Colchester it is important to be aware of the projected population change

anticipated for the district. Graph one illustrates the 2001 and the future projected population change for the Borough of Colchester.
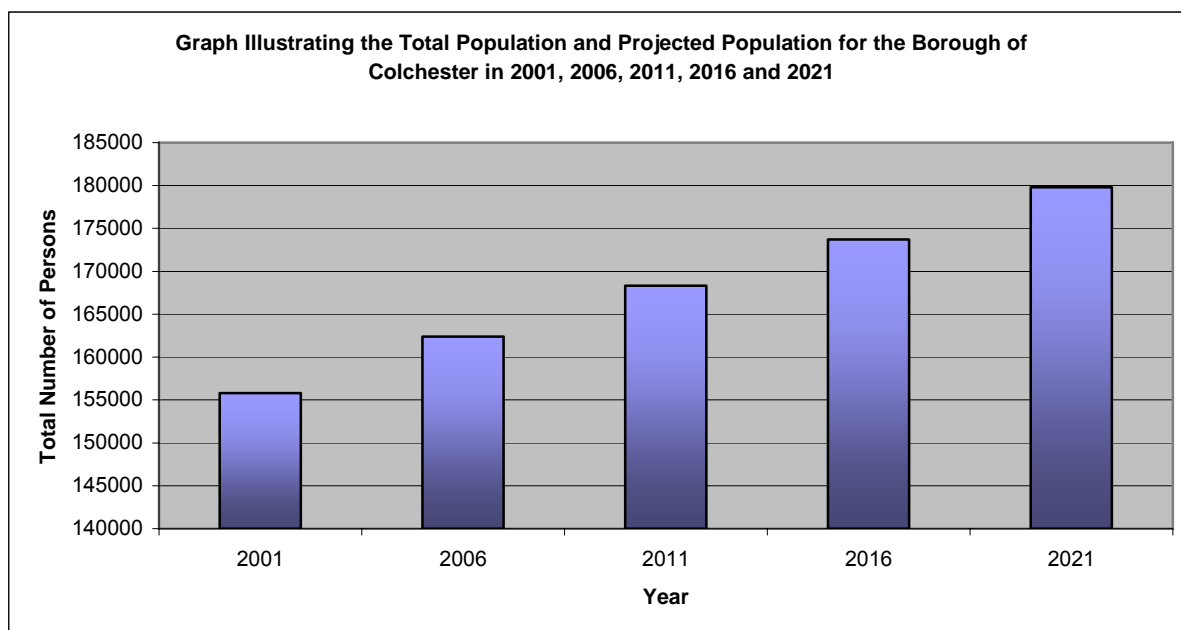
Graph 1

Graph Illustrating the Total Population and Projected Population for the Borough of Colchester in 2001, 2006, 2011, 2016 and 2021

Source; Total Regional Planning Guidance 14 Submission, 29th March 2005 (Note the population projection assumes dwelling provision will be implemented at the annual average rate of provision set out in policy H2 of the Regional Spatial Strategy 14.)

5.4   Graph 1 demonstrates the population within the Borough of Colchester in 2001 and the projected alterations in the population size assuming the dwelling provision outlined in the Draft East of England Plan (2004) will be implemented within the Colchester Borough. In 2001 the population of Colchester was 155, 800 persons, it is anticipated that by 2021 the population within the Borough will be 179, 800 persons.   The total population within the Borough of Colchester is therefore expected to increase by 13.3% throughout the period 2001-2021. Graph two illustrates the total population change anticipated for Essex allowing comparison between the total growth rate for Essex and that of the Borough of Colchester.
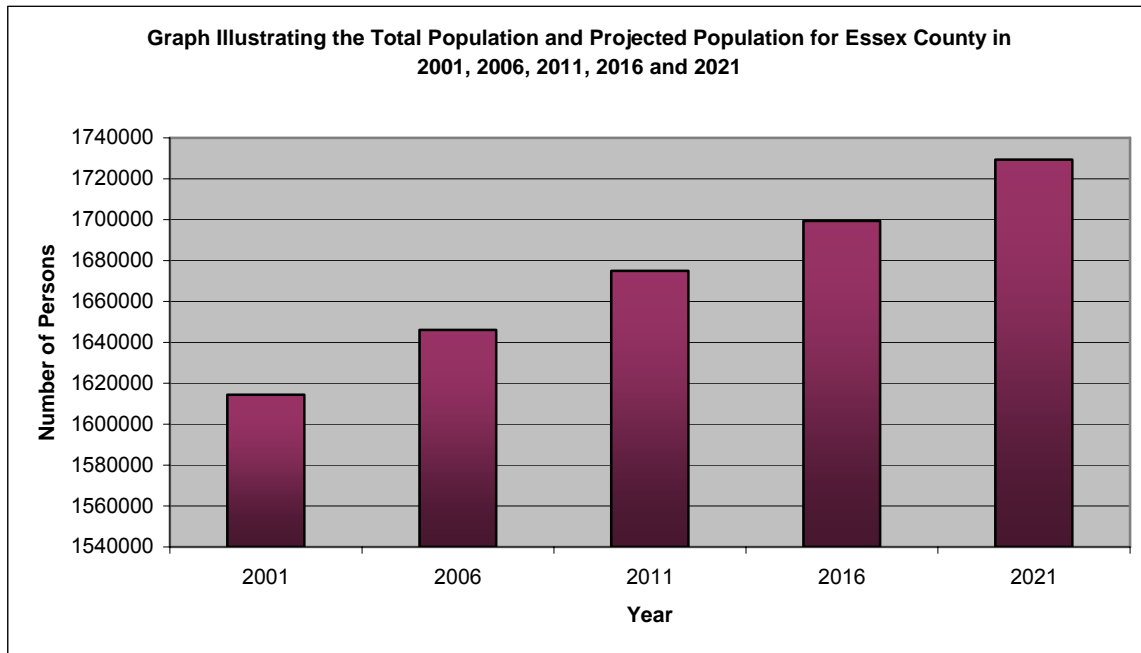
Graph 2

Graph Illustrating the Total Population and Projected Population for Essex County in 2001, 2006, 2011, 2016 and 2021

Source; Total Regional Planning Guidance 14 Submission, 29th March 2005 (Note the population projection assumes dwelling provision will be implemented at the annual average rate of provision set out in policy H2 of the Regional Spatial Strategy 14.)

5.5   Graph 2 demonstrates that the population within the County of Essex in 2001 was 161, 440 persons and is anticipated to increase by 2021 to 172, 940 persons. The total population increase for Essex from 2001-2021 is 6.6%, therefore the projected population increase for the Borough of Colchester is 50.1% greater than the anticipated rise in population throughout Essex. Graph 3 illustrates the sex composition of the projected population change throughout Essex County and the Borough of Colchester

Graph 3
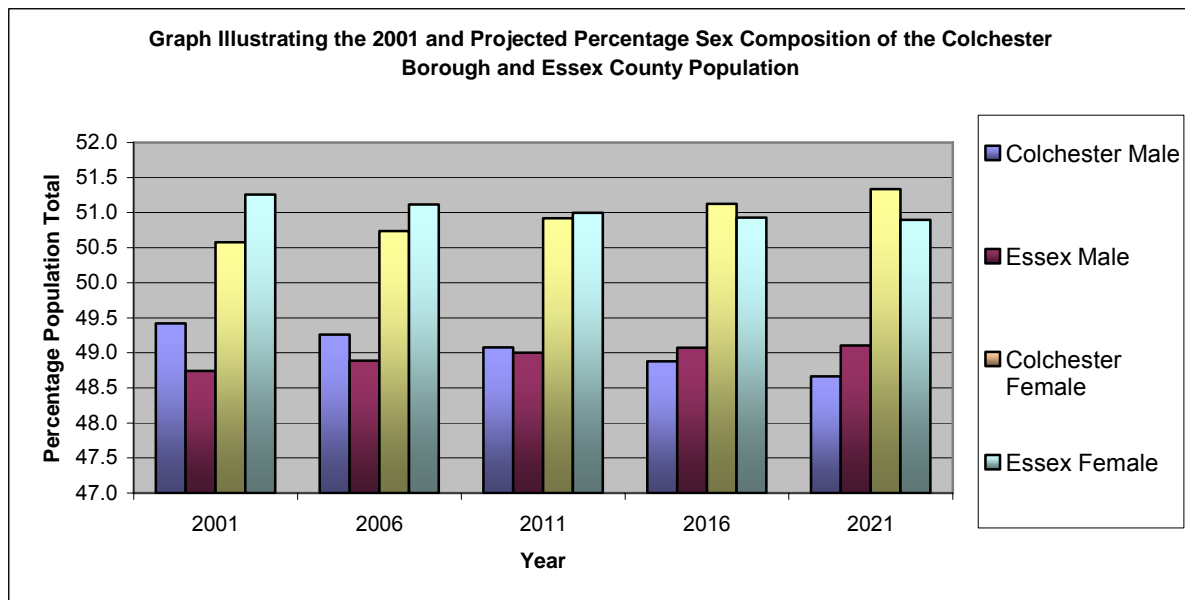
Graph Illustrating the 2001 and Projected Percentage Sex Composition of the Colchester Borough and Essex County Population

Source; Total Regional Planning Guidance 14 Submission, 29th March 2005 (Note the population projection assumes dwelling provision will be implemented at the annual average rate of provision set out in policy H2 of the Regional Spatial Strategy 14.)

5.6   Graph 3 demonstrates that the sex composition of the population of Essex and the Borough Colchester will experience limited alteration from 2001-2021.

5.7   Graph 4 outlines the 2001 age composition for the East of England region, the County of Essex and the Borough of Colchester.

Graph 4
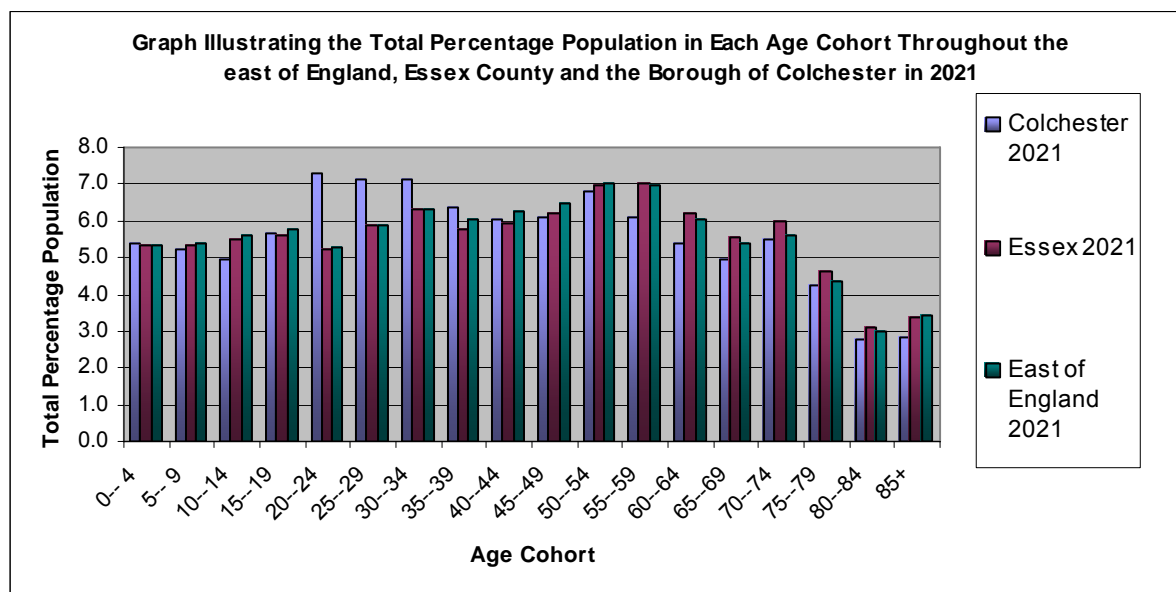
Graph Illustrating the Total Percentage Population in Each Age Cohort Throughout the east of England, Essex County and the Borough of Colchester in 2021

Source; Total Regional Planning Guidance 14 Submission, 29th March 2005 (Note the population projection assumes dwelling provision will be implemented at the annual average rate of provision set out in policy H2 of the Regional Spatial Strategy 14.)

5.8   The population age structure for the East of England, Essex County and the Borough of Colchester in 2001 is illustrated in graph four. The graph demonstrates that in 2001 the Borough of Colchester has a disproportionately higher percentage of persons aged 20-34 years and to a lesser extent persons aged 35-39 years than Essex County and the East of England region. An additional anomaly to the trend is that in 2001 the Borough of Colchester has a lower percentage of persons aged 55-85+ years than the East of England region and the County of Essex in 2001. In 2001 the Borough of Colchester displays a similar population age composition trend to the region and the county with persons aged 0-19 years.

5.9   Graph 4 illustrates the total percentage population in each age cohort throughout the East of England region, Essex County and the Borough of Colchester in 2021.

5.10   Graph 4 demonstrates the anticipated population age composition for the Borough of Colchester, Essex County and the East of England region in 2021. The graph indicates that the expected population composition and trends displayed by the Borough of Colchester in 2021 are similar to the trends displayed in 2001. Graph 4 demonstrates that in 2021 the Borough of Colchester will have a disproportionately high percentage of persons aged 20-34 years and to a lesser extent persons aged 35-39 years than Essex County and the East of England region. Furthermore the Borough of Colchester is anticipated to continue to experience a lower percentage of persons aged 55-85+ years than the East of England region and the County of Essex in 2021. Similarly to the trend displayed in 2001 the percentage of persons aged 0-19 years within the Borough of Colchester, is almost identical to that expected for Essex County and the East of England region.

Population Density

5.11   Table 3 shows the number of persons per hectare and the average household size within the Borough of Colchester, Essex County and England and Wales in 2001.

Table 3 - Population Density within the Borough of Colchester, the County of Essex and England and Wales in 2001

Density	Colchester District	Essex County	East of England Region	England & Wales
Number of People Per Hectare	4.7	3.8	2.8	3.4
Average Household Size	2.37	2.38	2.37	2.36

Source; Office for National Statistics, 2001

5.12   The Borough of Colchester is more densely populated than the County of Essex with 19.1% more persons per hectare, the East of England region (35.7%) and England and Wales (27.7%).   The average number of persons per hectare within the East of England region is of greatest divergence to the trend displayed by the

Borough of Colchester in 2001; however when the regional ranked data is taken into account Colchester performs well. The Borough of Colchester is ranked 20 out of the 48 local authorities within the East of England region for the number of persons per hectare. A rank of 1 suggests that the local authority has the highest proportion of persons per hectare. Table 3 also outlines the average household size and indicates that in 2001 the Borough of Colchester was comparable to that of Essex, the East of England and England and Wales.

Marital Status

5.13   Graph 5 illustrates the marital status of persons aged over 16 years within the Borough of Colchester, the County of Essex, the East of England Region and England and Wales in 2001.

Graph 5
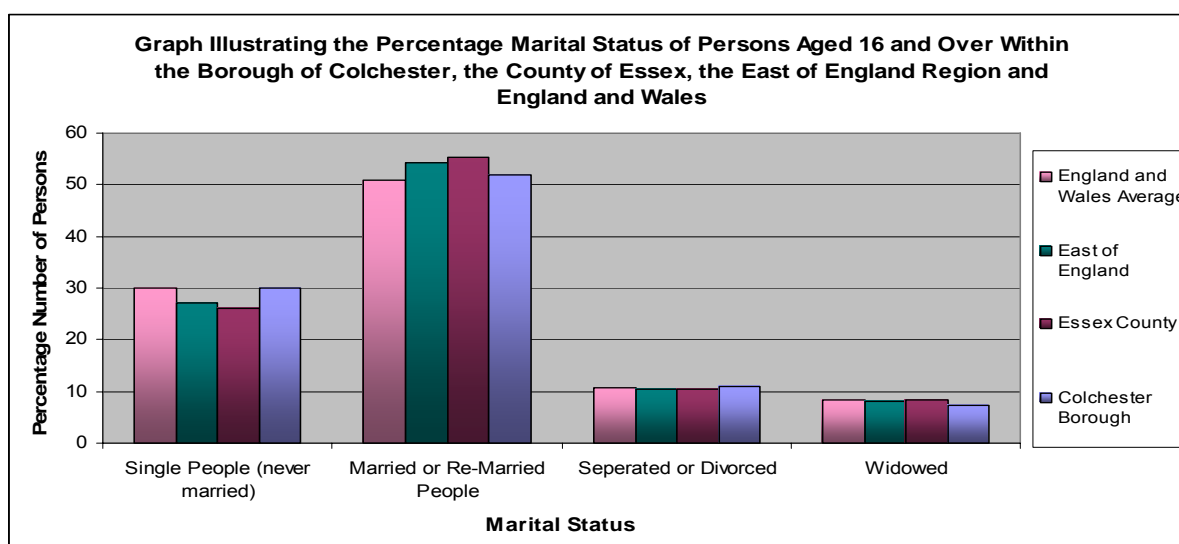
Source; Office for National Statistics, 2001

5.14   Graph 5 illustrates that the marital status of persons resident within the Borough of Colchester in 2001 is similar to the trend displayed at the County, regional and national scale.

Population Summary

- The total resident population for the Borough of Colchester in 2001 was 155, 800 persons, with 49.4% of the population were male while 50.6% were female. It is anticipated that by 2021 the population within the Borough will be 179, 800 persons.

- The Borough of Colchester is the third largest district authority in Essex and accounts for 11% of the Essex County population

- In 2001 the Borough of Colchester has a disproportionately higher percentage of persons aged 20-34 years and to a lesser extent persons aged 35-39 years than Essex County and the East of England region.

- The Borough of Colchester is anticipated to continue to experience a lower percentage of persons aged 55-85+ years than the East of England region and the County of Essex in 2021

- The Borough of Colchester is more densely populated than the County of Essex with 19.1% more persons per hectare, the East of England region (35.7%) and England and Wales (27.7%)

- The marital status of persons residing within the Borough of Colchester in 2001 is similar to the trend displayed at the County, regional and national scale.

- The greatest proportion of households in Colchester is married persons with 39.2% of persons, while 28.3% of the population within the Borough adopt a one person household composition

Housing

Household Composition and Type

5.15   Graph 6 outlines the percentage household composition for persons within England and Wales, the East of England region and the Borough of Colchester in 2001.

Graph 6
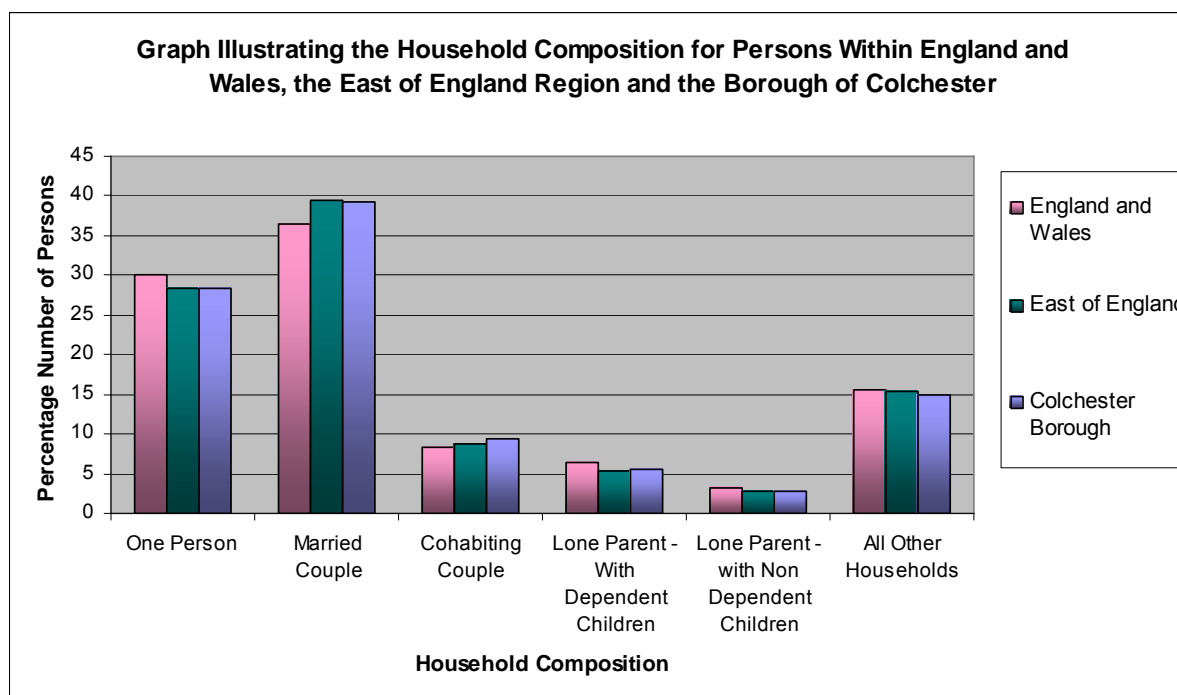
Source; Office for National Statistics, 2001

5.16   Graph 6 illustrates that the household composition for the Borough of Colchester, the East of England region and England and Wales in 2001. The graph demonstrates that Colchester displays a very similar trend in household composition to the regional and national experience. The greatest proportion of households in Colchester is married persons with 39.2% of persons, while 28.3% of the population within the Borough adopt a one person household composition. It is important that when deciding upon the type of dwelling to construct the household composition displayed in Colchester is taken into account to ensure that housing needs are adequately catered for.

5.17   Graph 7 illustrates the percentage of household dwelling type within England and Wales, the East of England region and the Borough of Colchester in 2001.

Graph 7

Graph Illustrating Household Dwelling Type Within the England and Wales, the East of England Region and the Borough of Colchester in 2001
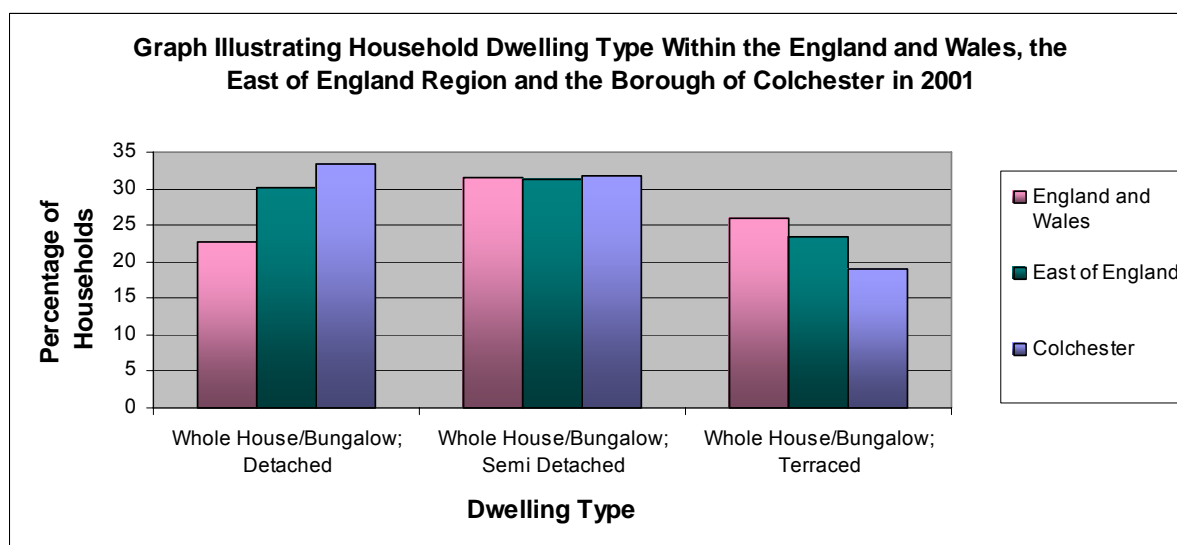
Source; Office for National Statistics, 2001

5.18   Graph 7 demonstrates that the Borough of Colchester has a similar percentage of households inhabiting a semi detached dwelling house with 31% of the population. However the Borough of Colchester has a greater proportion of detached dwellings than the average regional and national households, within Colchester 33.3% of households inhabit a detach dwelling while nationally the figure is 22.8% and regionally 30.2%. The Borough of Colchester has a lower proportion of households inhabiting terrace dwellings (18.9) compared to the regional (23.5%) and national (26%) experience. It is important that when deciding on the dwelling type to construct within the Borough of Colchester the authority takes into account the population profile, household composition and current dwelling types evident within the district.

5.19   Graph 8 outlines the average dwelling prices of properties of varying type within the Borough of Colchester, the East of England region and England and Wales in 2001.

Graph 8 -   Illustrating the Average Dwelling Price (£'s) within Borough of Colchester, East of England and England and Wales in 2001
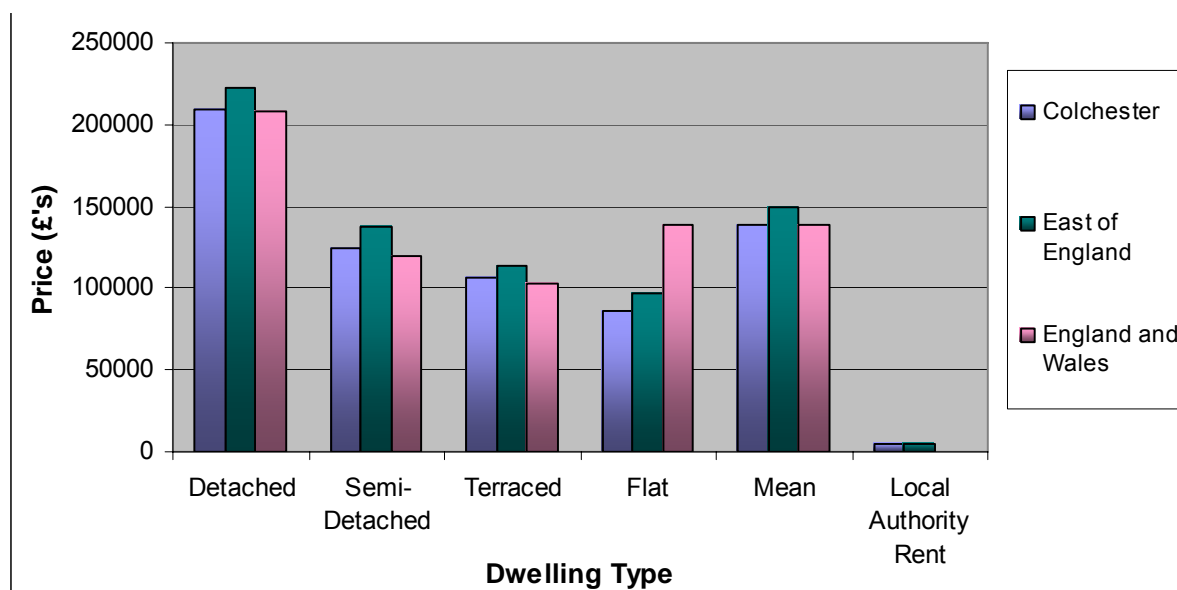
Source; Office for National Statistics, 2001 Census

5.20   Graph 8 illustrates that the average price of a flat within the Borough of Colchester (£85, 763) was less than the average price of a flat within the region (£96, 888) and nationally (£138, 762).   The average price of detached, semi detached and terraced dwellings within the Borough of Colchester is less than the average for the region but comparable with the average price for the England and Wales.   The price of a dwelling is important to establish household ability to afford particular dwelling types.   From the information outlined in graph 8 it is possible to conclude that the mean dwelling prices within the Borough of Colchester is less than the regional average therefore accessibility to housing within the Borough may be higher than average for the East of England region.

Table 4 highlights the minimum prices and rents to be used to assess affordability in the Borough of Colchester dependent upon the size of the dwelling.   The minimum prices are significantly below those quoted for the whole of the Borough of Colchester the average prices are also included to aid comparison.

Table 4 – Demonstrates the Minimum and Average Property Prices/Rents in Colchester in May 2002

Property Size	Minimum Price	Average Price
1 Bedroom	£58, 000	£68, 500
2 Bedroom	£79, 000	£86, 000
3 Bedroom	£101, 500	£126, 000
4 Bedroom	£156, 000	£202,000
Property Size	**Minimum Rent (£ pcm)**	**Average Rent (£ pcm)**
1 Bedroom	£369	£391
2 Bedroom	£448	£478
3 Bedroom	£550	£590
4 Bedroom	£700	£756

(Source; Fordham Research Survey of Estate Agents, 2002)

The evidence utilised in the table 4 excluded the outlying settlements as these generally contained higher priced housing, which were not suitable for entry level house dwellers. The evidence demonstrates that for persons entering the housing the market within the Borough of Colchester the minimum price of a property ranges from £58,000 - £156,000. The minimum rental price for property throughout the Borough of Colchester ranges from £369 - £700. The differential in the price of dwellings whether rented or owner occupied is dependent upon the size of dwelling, with the larger the dwelling the greater the price/rent.

5.21 The ability a household has to access the housing market is dependent primarily on two aspects the price of dwellings as outlined above, and income levels. To determine whether an affordability gap is apparent in Colchester it is important to analyse the household income within the district. Graph 9 illustrates the average gross income of households within the various wards in Colchester, the Borough of Colchester, Essex County and the East of England region.

Graph 9

Average Gross Income (£) - excluding benefits (including zero income households)
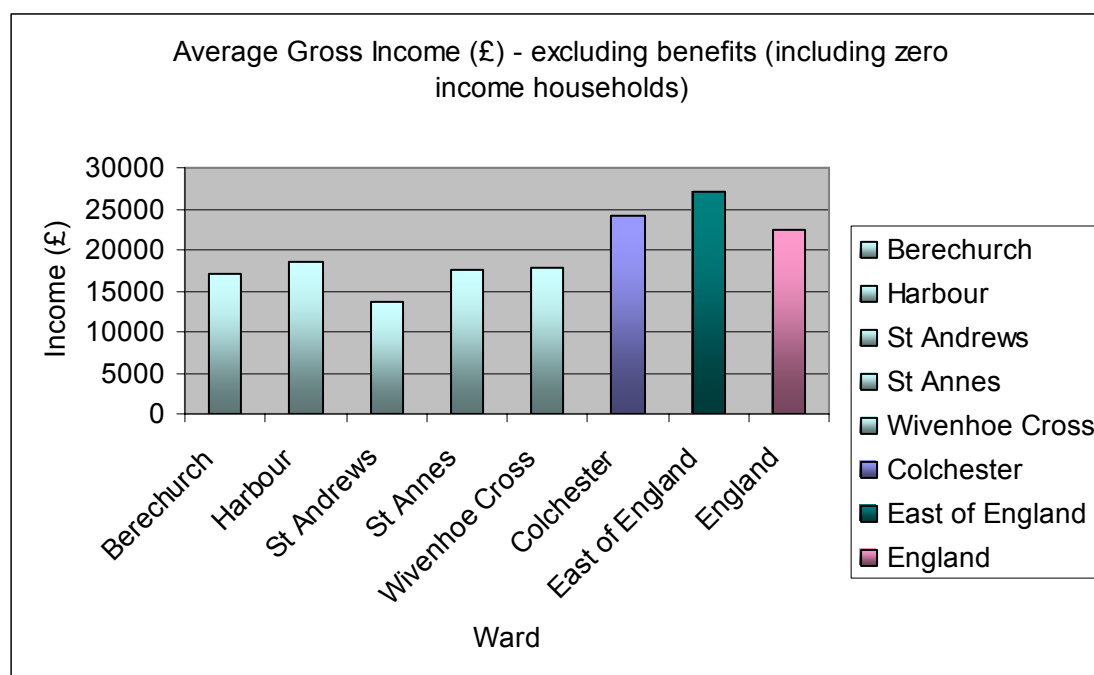
Source; Housing Needs Survey, Colchester Borough Council, 2002

5.22   Graph 9 illustrates the four most deprived wards within the Colchester Borough and Harbour ward which has the fifth lowest income levels per person.   The graph demonstrates that the five wards outlined all had an average gross income lower than the average for the Borough of Colchester (£24, 065). St Andrew's (13, 574) had the lowest average income of all the 27 wards in Colchester, Berechurch ward had the next lowest average gross income but this was £3, 500 more than St Andrew's ward.   Wivenhoe Cross ward had the fourth lowest gross average income, however this may be explained by the high student population inhabiting the ward, 46.8% of the population within Wivenhoe Cross were economically inactive students.

5.23.1 The Borough of Colchester has a higher average gross income than England and Wales (£22, 500); however the income level is lower than the average income for households within the East of England (£27, 000). In terms of affordability access to housing the average dwelling price similar to average income levels is less than the East of England, therefore the average household will not be disproportionately constrained to access the housing market on their current income rates.

Housing Summary

- The Borough of Colchester has a similar percentage of households inhabiting a semi detached dwelling house with 31% of the population

- However the Borough of Colchester has a greater proportion of detached dwellings than the average regional and national households, within Colchester 33.3% of households inhabit a detach dwelling while nationally the figure is 22.8% and regionally 30.2%.

- The Borough of Colchester has a lower proportion of households inhabiting terrace dwellings (18.9) compared to the regional (23.5%) and national (26%) experience

- The average price of a flat within the Borough of Colchester (£85, 763) was less than the average price of a flat within the region (£96, 888) and nationally (£138, 762).

- The average price of detached, semi detached and terraced dwellings within the Borough of Colchester is less than the average for the region but comparable with the average price for the England and Wales

- The Borough of Colchester has a higher average gross income than England and Wales (£22, 500); however the income level is lower than the average income for households within the East of England (£27, 000)

- Since 2002/03 the Borough of Colchester has continually increased the number of new housing development on previously developed land, and in 2004/05 Colchester had an outstanding record of 95.14% of new residential development on Brownfield land

Education

5.24   Graph 10 demonstrates that the proportion of persons with a degree level qualification within the Borough of Colchester (18.9%) is similar to the East of England region (18.1%) and England and Wales (19.8%). However the number of persons within Colchester with no qualifications is 25%, which compares favourably with the East of England (27.9%) and England and Wales (29.1%).

Graph 10

Graph Illustrating the Educational Attainment of Persons Within England and Wales, the East of England Region and the Borough of Colchester in 2001
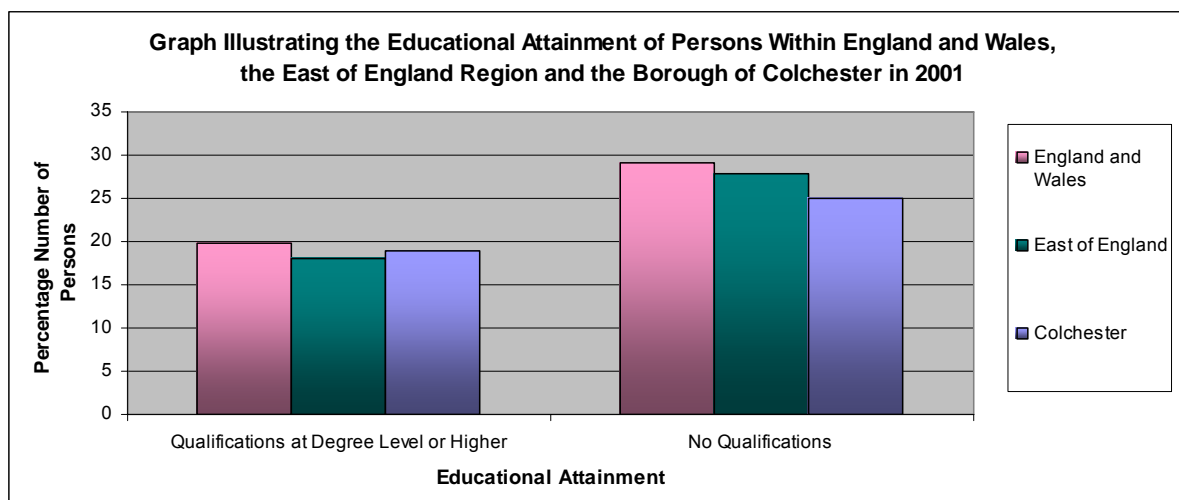
Source; Office for National Statistics, 2001 Census

5.25   Table 5 illustrates the number of full time entrants aged 18-20 years that have commenced higher education in 1996/97 and 2002/03.

Table 5

Local Authority	Full Time Entrants Aged 18 to 20		
	1996/97	**2002/03**	**Difference**
Basildon District	485	605	120
Braintree District Council	520	555	35
Brentwood District Council	355	460	105
Epping Forest District Council	485	600	115
Castle Point Borough Council	280	270	-10

Colchester Borough Council	680	745	65
Harlow Council	170	240	70
Tendring District Council	450	380	-70
Maldon District Council	235	285	50
Chelmsford Borough Council	815	970	155
Rochford District Council	290	360	70
Uttlesford District Council	430	490	60
Essex LEA	5195	5950	755
East of England Region	20, 130	22, 325	2195
England	183, 093	214, 622	31, 529

Sources; Department of Education Website

5.26   Table 5 demonstrates that the total number of full time entrants aged 18-20 years that have commenced higher education has increased within the Borough of Colchester from 1996/97 to 2002/03 65 persons, as a proportion of the total number of Essex Local Education Authority entrants in the Borough of Colchester this total has marginally declined from 13.1% in 1996/97 to 12.5% in 2002/03. However the number of entrants aged 16-20 years that have commenced higher education within the Essex LEA has increased by 755 persons throughout the same time frame. As a proportion of the regional total the number of entrants within the Essex LEA has increased from 25.8% in 1996/97 to 26.7% in 2002/03. It is important that the number of persons aged 16-20 years entering higher education within the Borough of Colchester continues to rise in parallel with the Essex total.

Employment

5.27   Graph 11 shows the percentage economic activity of the resident population of Colchester Borough Council, Essex County, the East of England region and England and Wales.

Graph 11

Graph Illustrating the Employment Status of Persons In the Borough of Colchester, Essex County, the East of England and England and Wales in 2001
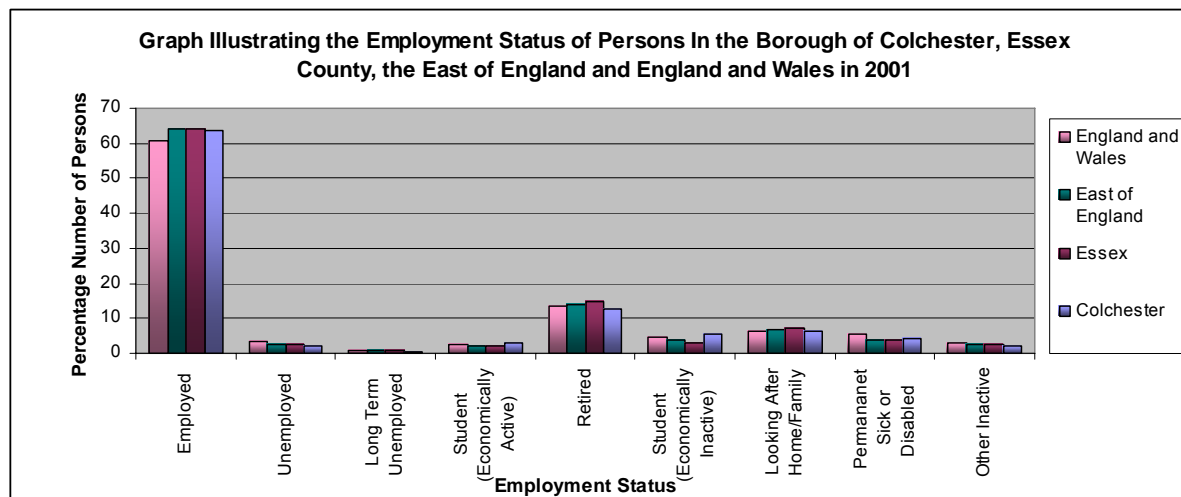
Source; Office for National Statistics, 2001 Census

5.28   Graph 11 illustrates that in the Borough of Colchester 63.5% of the population aged 16-74 are economically active this compares favourably to the totals for England and Wales (60.6%). However the percentage number of persons employed within Colchester is slightly less than that for Essex (64.2% and the East of England (64.3%). The Borough of Colchester has a marginally lower level of unemployment with 2.3% of the population aged 16-74 compared to Essex at 2.5%, the East of England region at 2.6% and England and Wales at 3.4%. The percentage of students that are economically active (2.9%) and economically inactive (5.6%) is higher than that for Essex, the East of England and England and Wales. The relatively high proportion of students evident within the Borough of Colchester may be because the University of Essex is situated in Colchester. The proportion of persons of retirement age within Colchester is slightly less than the other comparators, as the population information suggests this is due to Colchester having a lower proportion of people aged 55-85+ years that constitute the population.

Education and Employment Summary

- The proportion of persons with a degree level qualification within the Borough of Colchester (18.9%) is similar to the East of England region (18.1%) and England and Wales (19.8%).

- The number of persons within Colchester with no qualifications is 25%, which compares favourably with the East of England (27.9%) and England and Wales (29.1%).

- The total number of full time entrants aged 18-20 years that have commenced higher education has increased within the Borough of Colchester from 1996/97 to 2002/03 65 persons, as a proportion of the total number of Essex Local Education Authority entrants in the Borough of Colchester this total has marginally declined from 13.1% in 1996/97 to 12.5% in 2002/03

- In the Borough of Colchester, 63.5% of the population aged 16-74 is economically active. This compares favourably to the totals for England and Wales (60.6%).

- The percentage number of persons employed within Colchester is slightly less than that for Essex (64.2% and the East of England (64.3%)

- The Borough of Colchester has a marginally lower level of unemployment with 2.3% of the population aged 16-74 compared to Essex at 2.5%, the East of England region at 2.6% and England and Wales at 3.4%. The percentage of students that are economically active (2.9%) and economically inactive (5.6%) is higher than that for Essex, the East of England and England and Wales

Deprivation

5.29   The Index of Multiple Deprivation 2004 (IMD 2004) is a measure of multiple deprivation at the small area level, known as the Lower Super Output Areas. The IMD 2004 is based on the idea that there are clear dimensions of deprivation which are recognisable and may be measured. The deprivation is therefore measured in terms of the domain. The IMD 2004 comprises of seven domains. The domains include;

❖ Income deprivation;
❖ Employment deprivation;
❖ Health deprivation & disability;
❖ Education, skills and training deprivation;
❖ Barriers to housing and services;
❖ Crime; and the
❖ Living environment deprivation.

5.30   There are also 6 measures that comprise the large area level these are available for district and unitary council level areas. The large area measure for IMD 2004 is an important source of information for interpreting the overall level of deprivation experienced within the Borough of Colchester. The large area measures include;

- Four are formulated from the Index of Multiple Deprivation (IMD) for small area;
➢ Average Score – overall deprivation measure, retains range of scores;
➢ Average Rank - overall deprivation measure, dampens the impact of areas with extreme scores;
➢ Extent Score   - proportion of people living in serious deprived small areas.
➢ Local Concentration Score   - represents the severity of deprivation in 'hotspots' (average IMD rank of worst-off areas with 10% of people)

- Two are absolute numbers, drawn from data underlying the IMD:
  o Income Scale - number of income employment deprived people;
  o Employment Scale - number of employment deprived people."

(Essex County Council, 2004)

5.31   Table 6 illustrates the large area Index of Multiple Deprivation scores for all the Districts within Essex

Table 6

Rank Essex	Average Score	Average Rank	Extent	Local Concentration
1	Tendring 103	Tendring 98	Basildon 106	Tendring 111
2	Harlow 120	Harlow 101	Tendring 127	Basildon 116
3	Basildon 132	Basildon 142	Harlow 180	**Colchester 189**
4	**Colchester 217**	**Colchester 221**	**Colchester 193**	Harlow 207
5	Epping Forest 234	Braintree 228	Braintree 263	Epping Forest 243
6	Braintree 237	Epping Forest 232	Epping Forest 246	Braintree 247
7	Castle Point 245	Castle Point 243	Castle Point 273	Castle Point 258
8	Maldon 280	Maldon 280	Rochford 271	Chelmsford 286
9	Brentwood 312	Brentwood 312	Maldon 298	Rochford 299
10	Rochford 316	Rochford 319	Brentwood 295	Maldon 301
11	Chelmsford 320	Chelmsford 321	Chelmsford 274	Brentwood 307
12	Uttlesford 341	Uttlesford 342	Uttlesford 298	Uttlesford 352

Source; Essex County Council, 2004

5.32   Table 6 illustrates that the average ranked position for the Borough of Colchester taking into account the average score, average rank, extent score and local concentration score is 3.8,. This demonstrates that out of the 12 Essex local authorities Colchester has an average rank of 3.8, therefore although it is not the most deprived district within Essex the authority does rank within the upper quartile of deprivation.

5.33   The Borough of Colchester is ranked 3rd in terms of local concentration score in Essex, this figure provides an indication as to the severity of deprivation in 'hotspots' demonstrating that Colchester performs extremely poorly.

5.34   With regard to the average score rank the Borough of Colchester is the 4th highest of the Essex districts, providing an indication as to the overall deprivation within the

borough. The average rank for Colchester is also 4th compared to the other Essex authorities.

5.35   "With regard to the overall deprivation across districts there is a considerable gap between the worst three areas and the next group (Colchester, Epping Forest, Braintree, Castle Point), which are in the range of 61-69% most deprived nationally. This does not mean there is not serious deprivation in small parts of these areas, however indeed this is picked up by other measures for Colchester in particular" (Essex County Council, 2004, 8).

5.36   Essex contains 40 Super Output Areas in the most deprived 20% in England. These seriously deprived areas are in Basildon, Clacton, Harwich, Colchester (5 areas) and Harlow. The 5 most deprived super output areas within the Colchester Borough are outlined in map 2. The areas with the least deprivation are mainly located on the outskirts of towns and in villages, for example Colchester.

Map 2

Map Illustrating the Seriously Deprived Within the Borough of Colchester Utilising the Indices of Multiple Deprivation 2004

Colchester - seriously deprived areas on IMD2004

Legend

IMD, seriously deprived

1 - 10% most deprived England

11 - 20% most deprived England

Ward

Data: ODPM ID2004r

Mapping: Crown Copyright, all rights reserved.
100019602. Essex County Council (SPU) 9 2004.
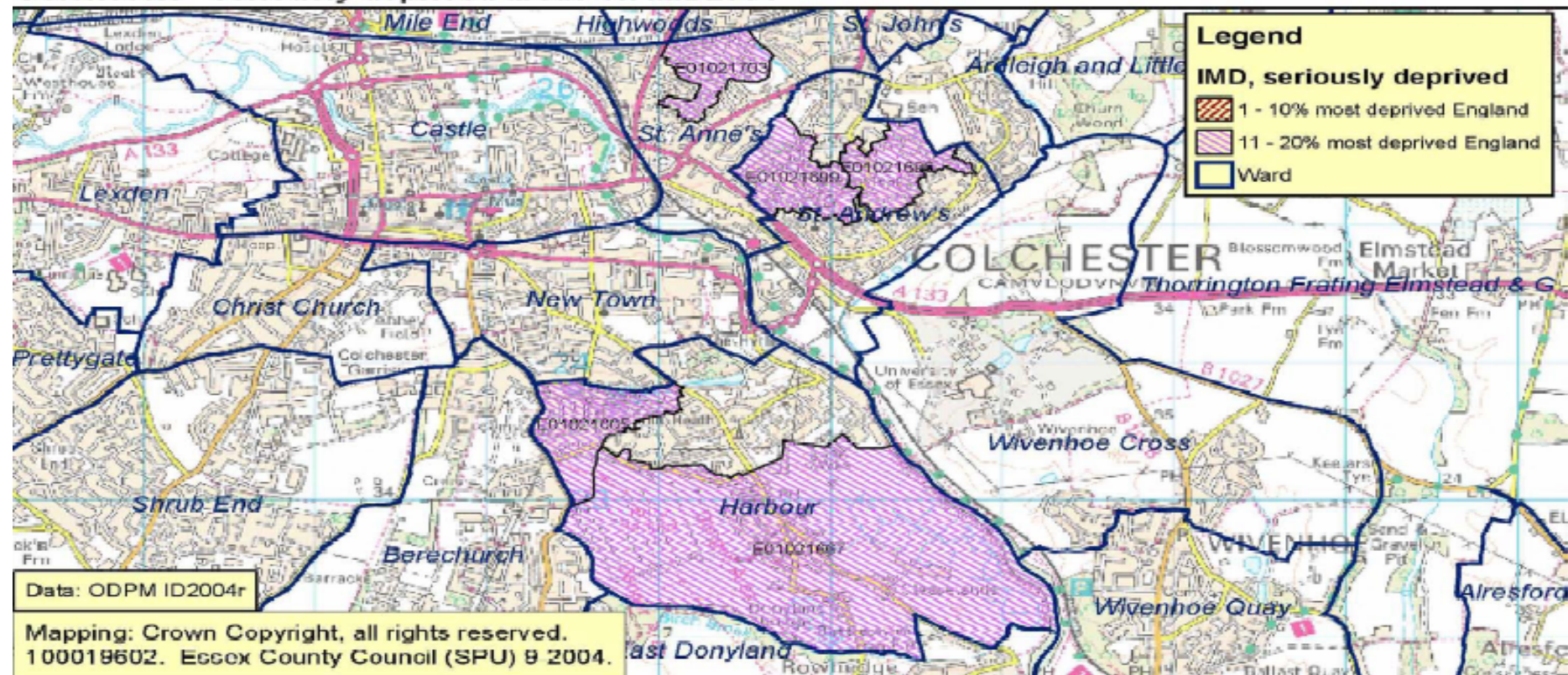
5.37   Map 2 illustrates that some of the 10% most deprived areas in England are located within the Borough of Colchester. St Anne's ward has one Lower Level Super Output Area containing the 11-20% most deprived persons in England; this Lower Super Output Area is located in the north of the ward. Similarly there are two Lower Super Output Areas within St Andrews ward that contain 11-20% of the most deprived persons in England, these two Lower Super Output Areas comprise the central section of the ward. Harbour ward within Colchester also has two Lower Super Output Areas that have 11-20% of the most deprived persons in England inhabiting within the ward, these Lower Super Output Areas are located to the south and the north west of the ward.

5.38   To fully understand the character of the deprivation it is essential to outline the domain scores. Table 7 shows the percentage of small areas that are seriously deprived on each domain score for the Borough of Colchester, the County of Essex and the average for the Essex Districts.

Table 7

Authority	IMD	Income	Employment	Health and Disability	Education, Skills and Training	Barriers to Housing and Services	Living Environment	Crime	No of Small Areas
Colchester	4.8	6.7	2.9	3.8	9.6	27.9	2.9	6.7	104
Essex	4.6	6.4	3.5	2.0	15.6	20.7	1.2	6.5	863
Essex District Average	3.3	4.8	2.7	1.4	13.7	24.1	1.0	5.1	71.9

Source, National Statistics Online, 2004 Indices of Multiple Deprivation

5.39   To aid interpretation of the results graph 12 has been formulated, highlighting the percentage score for the small areas that are seriously deprived in the Colchester Borough and the average for the Essex districts.

Graph 12

Graph Illustrating the Proportion of Small areas that are 'Seriously Deprived'
On Domain Scores
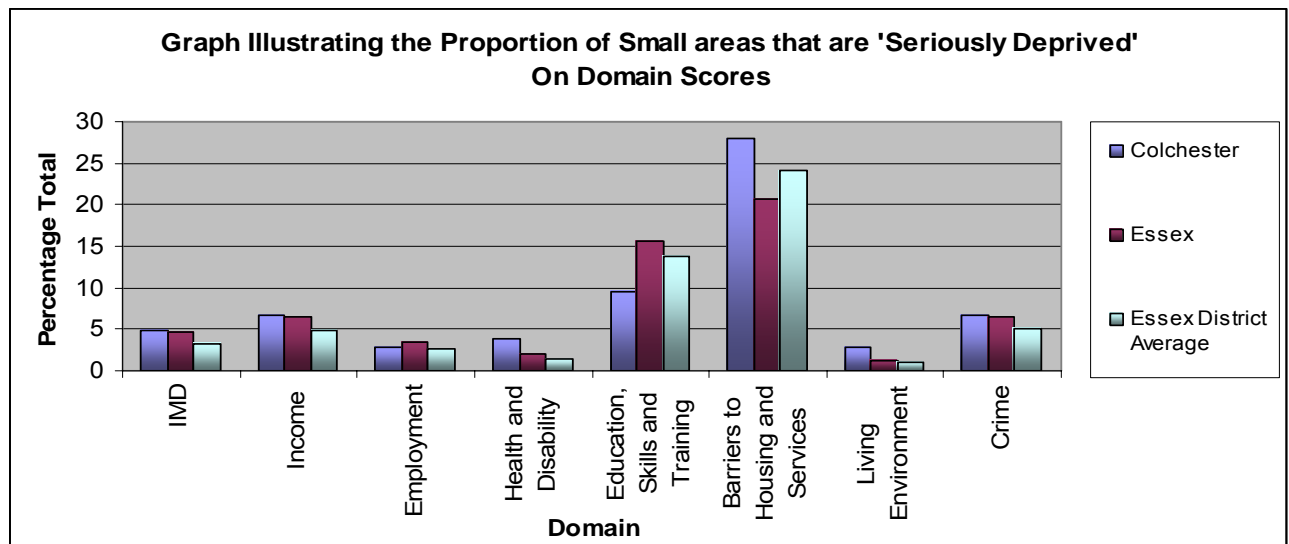
Source, National Statistics Online, 2004 Indices of Multiple Deprivation

5.40   Graph 12 clearly demonstrates that similarly to the trend displayed by Essex, and
the average for the Essex districts, the Borough of Colchester experiences the
greatest deprivation within the small areas due to barriers to housing and
services.   The barriers to housing and services domain "falls into two sub
domains; 'geographical barriers' and 'wider barriers' which also includes issues
relating to access to housing, such as affordability" (Office of the Deputy Prime
Minister, 2004, 3). Graph 12 illustrates that the barriers to housing experienced
by Colchester Borough is greater than the total for Essex County and the
average for all the Essex districts.

5.41   Table 7 and graph 12 also demonstrate that the Borough of Colchester (2.9%)
experiences a relatively high level of living environment deprivation compared to
Essex County (1.2%) and the average for the Essex districts (1.0%). The
Colchester living environment domain has a score that is over two times greater
than the comparators. The living environment deprivation domain focuses on
"deprivation with respect to the characteristics of the living environment. It
comprises of two sub domains; the indoor living environment which measures the
quality of housing and the outdoor living environment which contains two
measures about air quality and road traffic accidents" (Office of the Deputy Prime
Minister, 2004, 4).

5.42   Colchester displays a slightly worrying trend because the health and disability domain (3.8%) for the small areas that are seriously deprived is higher than the other comparators; the figure is 1.9 times greater than the Essex County score (2%) and 2.7 times higher than the average Essex district score (1.4%).

5.43   Graph 12 demonstrates that for the other domains such as income, employment and crime the Borough of Colchester scores are similar to the Essex County scores. However relative to the average Essex district score the Borough of Colchester's small areas that are 'seriously deprived' display a greater score. The purpose of the income domain is to "capture the proportion of the population experiencing income deprivation in the area" (Office of the Deputy Prime Minister, 2004, 2). The employment domain aims to measure employment deprivation "conceptualised as involuntary exclusion of the working age population from the word of work" (Office of the Deputy Prime Minister, 2004, 2). While the crime domain "measures the incidence of recorded crime for four major crime themes, representing the occurrence of personal and material victimisation at a small level" (Office of the Deputy Prime Minister, 2004, 3).

5.44   To ensure that the quality of life for all residents within the Borough is of a good standard it is imperative that the Borough aims to reduce the proportion of small areas that are 'seriously deprived'. As a minimum standard the Borough of Colchester should aim to improve the quality of life of all residents comparable to the average Essex District domain scores for the small areas.

Health

5.45   The 2001 Census invited collected information regarding the respondents' general state of health. Graph 13 illustrates the health of persons within England and Wales, the East of England region and the Borough of Colchester.

Graph 13

Graph Illustrating the Health of Persons Within England and Wales, the East of England Region and the Borough of Colchester in 2001
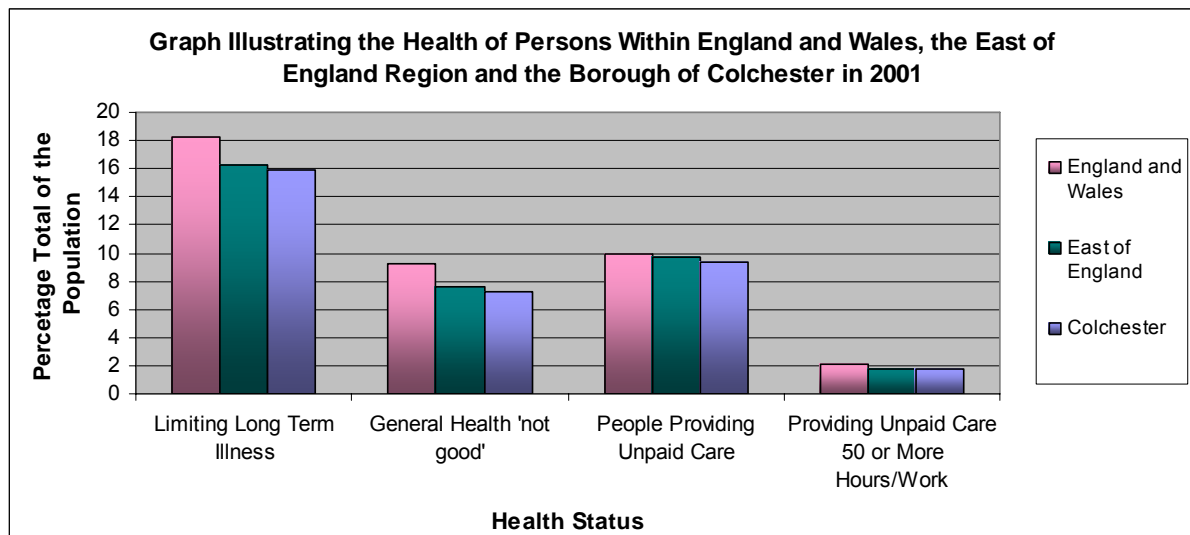
Source, National Statistics Online, 2004

5.46   Graph 13 demonstrates that within the Borough of Colchester 15.9% of people have a limiting or long term illness, this level of persons is marginally lower than the regional proportion of 16.2% and the national level (18.2%). Similarly to the percentage of persons that have a limiting long term illness the proportion of the population that are generally not in good health within the Borough of Colchester (7.2%) is similar to the regional proportion (7.6%), but differs more greatly from the national level (9.2%). The proportion of persons classified as 'providing unpaid care' within Colchester is similar to the regional and national proportions.

Colchester Primary Care Trust

5.47   The Colchester Primary Care Trust (PCT) was established in April 2001 the boundaries coincide with the Colchester Borough Council with the addition of the Ardleigh Practice, from within the District of Tendring. The PCT is responsible for developing primary care services currently provided by 83 general practitioners and their support teams in 23 practices. The types of services provided by the PCT include health visiting, district nursing and school nursing in six community clinics. The PCT commissions other community services and secondary care from the local acute provider, Essex Rivers Healthcare NHS Trust. Annually the PCT formulates a Local Delivery Plan which outlines the aims of the PCT and the methods the PCT chooses to adopt to accomplish the objectives.

The health services currently available within the Borough of Colchester are set out in table 8.

Table 8 - Health services currently available within the Borough of Colchester

Health Service/Provision	Number
Doctor Surgeries	32
Clinics	6
Dentists	26
Opticians	15
Pharmacies	21
Hospitals	2

Source; National Health Service, Online

Deprivation Summary

- The average ranked position (IMD) for the Borough of Colchester taking into account the average score, average rank, extent score and local concentration score is 3.8. This demonstrates that out of the 12 Essex local authorities Colchester has an average rank of 3.8, therefore although it is not the most deprived district within Essex the authority does rank within the upper quartile of deprivation.

- The Borough of Colchester is ranked 3rd in terms of local concentration score in Essex, this figure provides an indication as to the severity of deprivation in 'hotspots' demonstrating that Colchester performs extremely poorly.

- Essex contains 40 Super Output Areas in the most deprived 20% in England.

These seriously deprived areas are in Basildon, Clacton, Harwich, Colchester (5 areas) and Harlow.

- Some of the 10% most deprived areas in England are located within the Borough of Colchester

- The Borough of Colchester experiences the greatest deprivation within the small areas due to barriers to housing and services

- The Borough of Colchester (2.9%) experiences a relatively high level of living environment deprivation compared to Essex County (1.2%) and the average for the Essex districts (1.0%).

- Colchester displays a slightly worrying trend because the health and disability domain (3.8%) for the small areas that are seriously deprived is higher than the other comparators, the figure is 1.9 times greater than the Essex County score (2%) and 2.7 times higher than the average Essex district score (1.4%).

- Within the Borough of Colchester 15.9% of people have a limiting or long term illness, this level of persons is marginally lower than the regional proportion of 16.2% and the national level (18.2%)

Crime

5.48   The crime deprivation domain is greater than the average Essex district score, to analyse this further more information has been collated regarding actual crime statistics. Table 9 illustrates the total number of offences per 1000 persons of the population from 2003-2004, within England and Wales, the East of England region, Essex County and Colchester Borough.

Table 9

Authority	Total Offences per 1000 Population			
	Apr- Jun 2003	Jul- Sep 2003	Oct- Dec 2003	Jan- Mar 2004
England and Wales	29.0	28.3	27.6	27.8
East of England	23.7	23.1	22.9	23.4
Essex	23.1	21.3	22.3	22.3
Colchester	23.2	22.5	24.2	23.6

Source; Crime Statistics Online, Home Office

5.49   Table 9 indicates that the crime rates per 1000 of the population for Colchester remained fairly constant from April 2003 to March 2004. The crime figures for the Borough of Colchester are similar to the regional statistics. However Colchester has marginally higher incidences of crime than the County totals. In a national sense the Borough of Colchester performs well, however overall the England and Wales incidences of crime are displaying a downward trend, whist the Colchester totals appear more stable.

5.50   The types of crimes committed give an indication to the seriousness of the crimes committed within the area. The type of criminal offences committed per 1000 of the population for the Borough of Colchester and the English average for 2004/05 are outlined in table 10.

Table 10: Crime Statistics per 1,000 of the Population within Colchester (2004-2005)

Indicator	Period	Value	Trend	National Quartile (1=best)	Mean Value (Eng & Wales Avg.)
Percentage of residents surveyed who say that they feel fairly safe or very safe outside during the day	2004/05	98.0%	⬆	④③**②**①	97.58%
Percentage of residents surveyed who say that they feel fairly safe or very safe outside after dark	2004/05	74.7%	⬆	④③**②**①	72.31%
Domestic burglaries per 1,000 households	2004/05	7.11	⬆	④③②**①**	11.73
Violent Offences committed per 1,000 population	2004/05	18.99	⬆	④**③**②①	17.47
Theft of a vehicle per 1,000 population	2004/05	2.28	⬆	④③**②**①	3.72
Sexual offences per 1,000 population	2004/05	1.26	⬇	**④**③②①	1.04
The percentage of residents who think that vandalism, graffiti and other deliberate damage to property or vehicles is a very big or fairly big problem in their local area	2003/04	48.9%		④③②**①**	59.64%
The percentage of residents who think that people using or dealing drugs is a very big or fairly big problem in their local area	2003/04	44.2%		④③②**①**	60.31%
The percentage of residents who think that people being rowdy or drunk in public places is a very big or fairly big problem in their local area	2003/04	41.7%		④③②**①**	48.5%

Source: www.areaprofiles.audit-commission.gov.uk

5.51   Table 10 indicates that Colchester has a higher incidence of sexual offences (1.26 per 1000 of the population) and violence against the person (18.99 per 1000 of the population) in comparison to the English average. The Borough of Colchester has a lower incidence of robbery offences, burglary dwelling offences, theft of motor vehicle offences, and theft from a motor vehicle offence in comparison to the English average.

Crime Summary

- Crime rates per 1000 of the population for Colchester remained fairly constant from April 2003 to March 2004. The crime figures for the Borough of Colchester are similar to the regional statistics

- Colchester has a higher incidence of sexual offences (1.26 per 1000 of the population) and violence against the person (18.99 per 1000 of the population) in comparison to the English average

- The Borough of Colchester has a lower incidence of robbery offences, burglary dwelling offences, theft of motor vehicle offences, and theft from a motor vehicle offence in comparison to the English average.

Floor Space

5.52   The Office of National Statistics collates a range of information on the
        commercial floorspace, including rateable value, size and number of
        hereditaments. When analysing commercial floorspace rated properties
        appropriate for a single occupant are often referred to as hereditaments. It is
        deemed important the floorspace data for Colchester is analysed to demonstrate
        the variations between the districts that comprise the Haven Gateway sub region.

5.53   Graph 14 illustrates the number of hereditaments in each use class category
        within the Districts that comprise the Haven Gateway and the average for the
        Haven Gateway.

Graph 14 –

Graph Illustrating the Number of Units in Each Use Class throughout the Districts within the Haven Gateway and the Sub Regional Totals in 2005
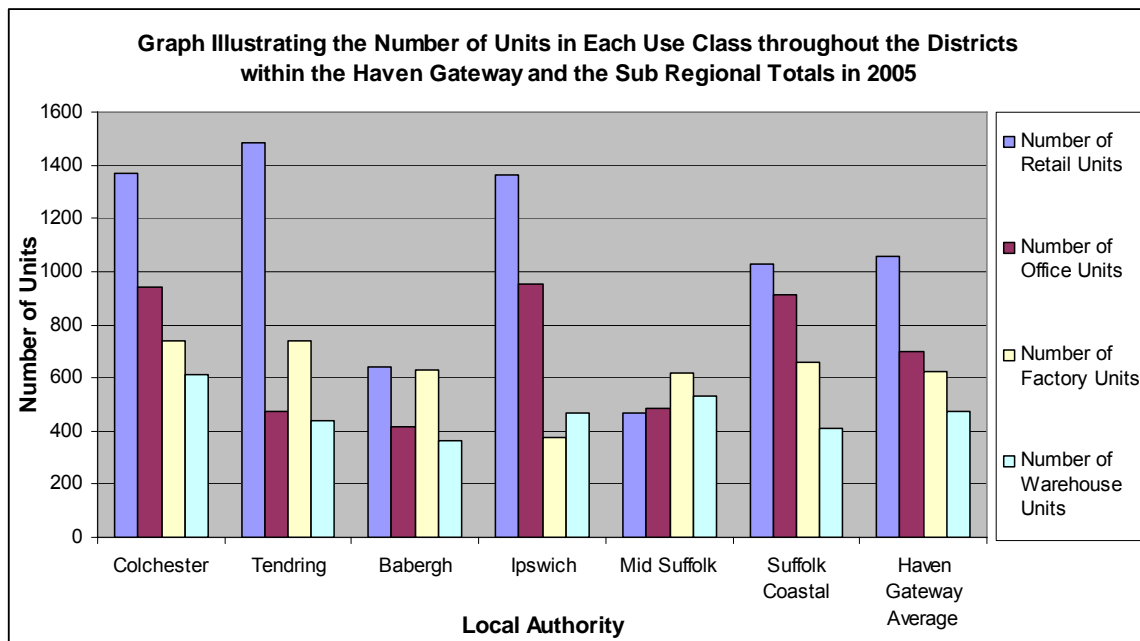
Source; Office of National Statistics Online, 2006

5.54   Graph 14 clearly indicates that the Borough of Colchester has a well balanced
        and broad range of use class properties. Similarly to other local authorities that
        comprise the Haven Gateway retail exceeds all other use classes, with the
        exception of Suffolk Coastal. The District of Tendring has the greatest proportion

of retail with 1485 units. The proportion of retail units within Colchester (1369) is similar to Ipswich (1363) these town centres are renowned for the retail facilities. Unlike Ipswich the proportion of office, factory and warehouse units within the District of Colchester exceeds the average for the Haven Gateway. Colchester has the greatest proportion factory and warehouse units throughout all the Haven Gateway districts.

5.55   Graph 15 illustrates the thousand meter squared of floorspace within the local authorities that comprise the Haven Gateway and the average for the Haven Gateway districts.

Graph 15
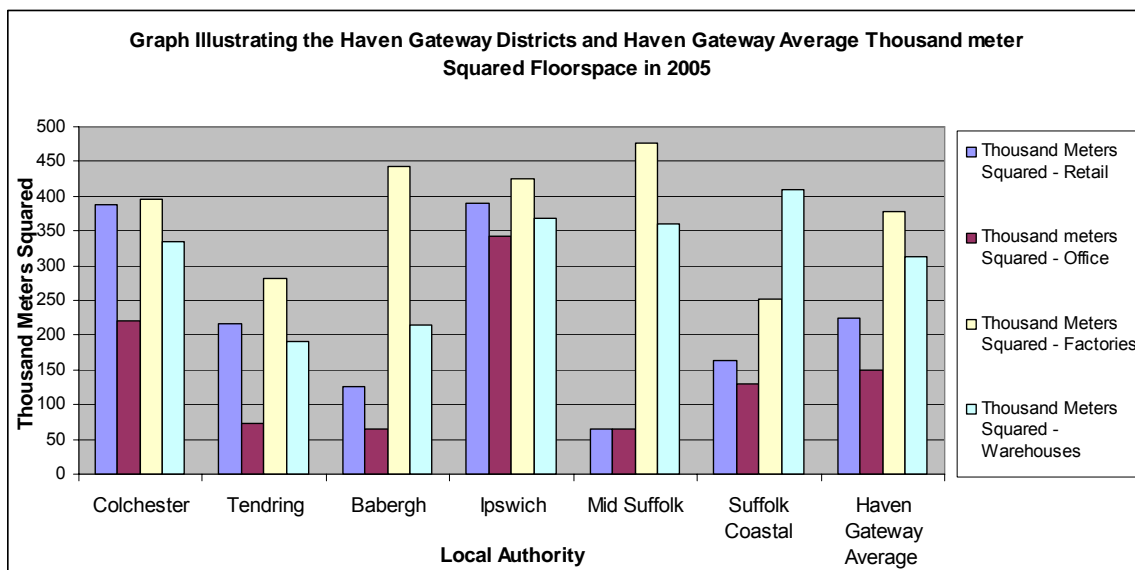
Source; Office of National Statistics Online, 2006

5.56   Graph 15 demonstrates the importance of the retail sector in the employment profile for Colchester and Ipswich; both districts exceed the sub regions average thousand meter squared of floorspace for retail. Similarly to the trend displayed in graph 15 the Borough of Colchester exceeds the sub regional average for the amount of office, factory and warehouse floorspace. The Borough of Colchester (395) has smaller factory units than Ipswich (426). Ipswich has larger office, factory and warehouse units than the Borough of Colchester.

5.57   The rateable value of the hereditaments is also an important classification, it may
        be utilised to analyse the demand for premises within the Borough, for instance
        districts that display high bid rents demonstrate that demand for a particular use
        class premises is high therefore prices for the particular premises will rise.
        Furthermore it may be an indication of a shortage in supply for a particular use
        class, as the price of a unit is likely to be greater if there are supply constraints in
        the market. Graph 16 demonstrates the rateable value per meter squared of
        floorspace within the Haven Gateway Districts and the average for the Haven
        Gateway in 2005.

Graph 16
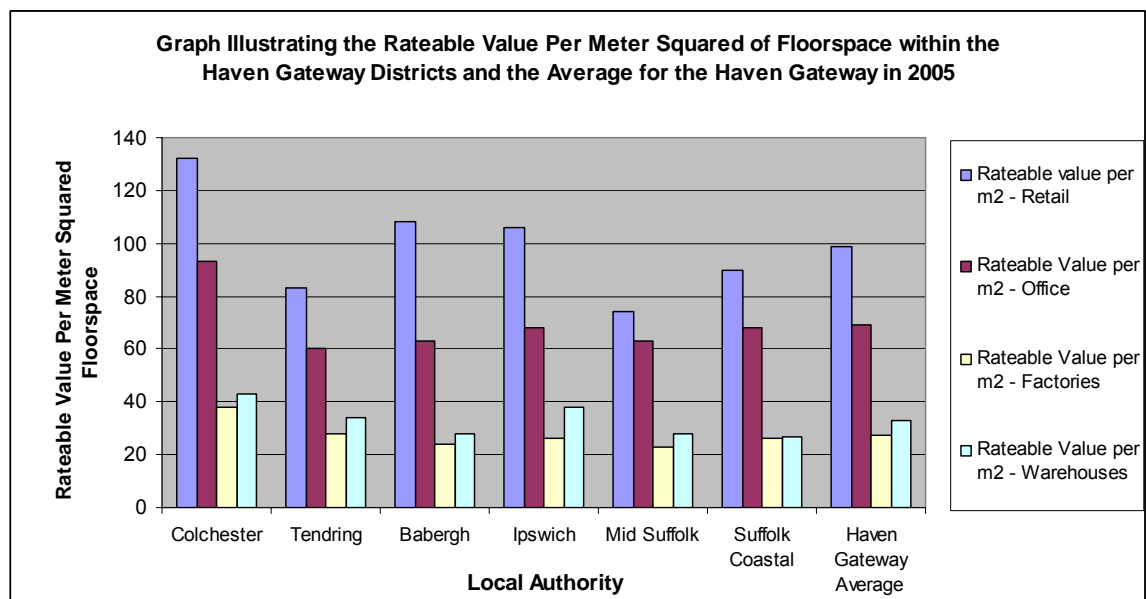
Source; Office of National Statistics Online, 2006

5.58   Graph 15 and 16 demonstrate that although the Borough of Colchester has a
        similar amount of retail units as Ipswich (£106 m2) the rateable value for retail in
        Colchester is greater (£132 per m2). Similarly there is a greater proportion of
        office floorspace within Ipswich whilst the rateable value for Colchester's office
        space is greater than Ipswich and exceeds the sub regional average. The
        Borough of Colchester also has the highest rateable value per meter squared of
        floorspace for factory (£38 per m2) and warehousing (£43 per m2) than all the

other Haven Gateway districts. The trends in Colchester demonstrate that there is a high demand for all premises relative to the sub regional average.

5.59   Graph 17 illustrates the bid rent (price of premises) of the hereditaments (premises) in each use class category throughout the Essex Districts.

Graph 17

Illustrating the Bid Rent of the Hereditaments in Each Use Class Category Throughout the Essex Districts
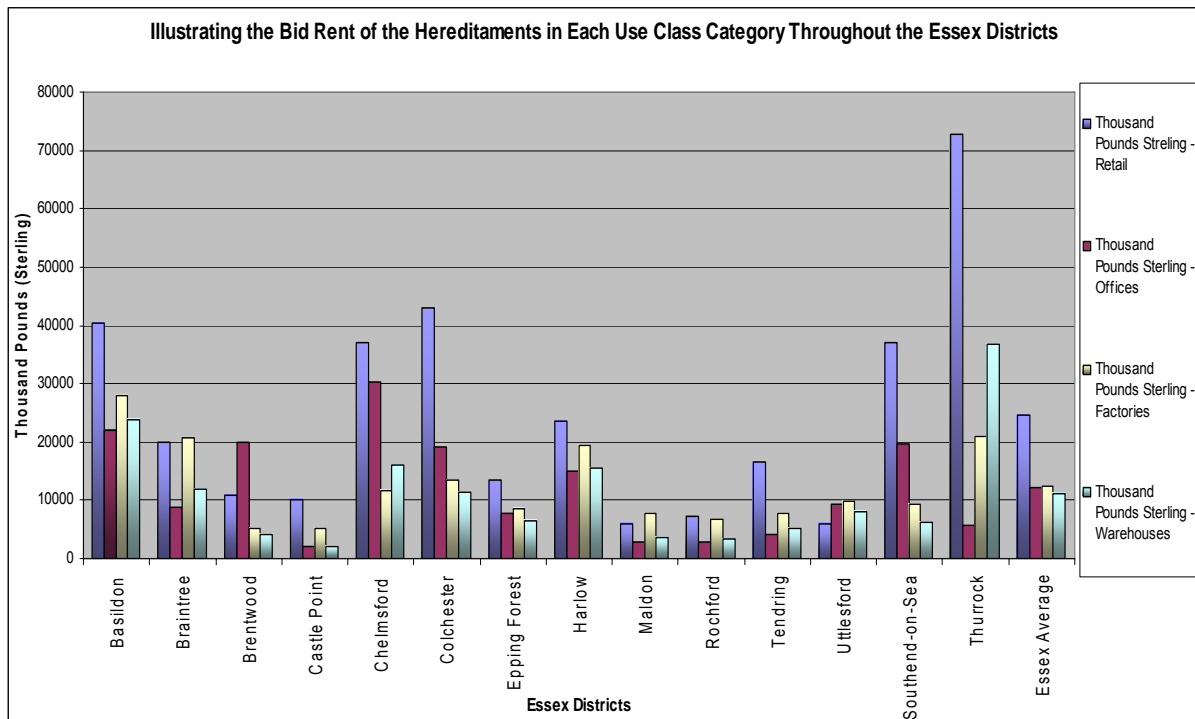
Source; Office of the Deputy Prime Minister, 2004

5.60   The rateable value of the hereditaments is also an important classification, it may be utilised to analyse the demand for premises within the Borough, for instance districts that display high bid rents may demonstrate that demand for a particular use class premises is high therefore prices for the particular premises will rise. Furthermore it may also be used to determine whether there is a shortage in supply of a particular use class, as the price of a unit is likely if there are supply constraints in the market. Graph 17 demonstrates that in terms of retail Thurrock Council has the highest bid rent with 72, 734 thousand pounds (sterling). However the unitary authority of Thurrock has a disproportionately greater retail

bid rent which is explained by Lakeside Regional Shopping Centre which is located within the Thurrock district at Grays.

Vacancy rates

5.61   The percentage commercial and industrial property vacancy statistics for Colchester, the East of England and England are expressed in graph 19, from the time period 1998/99 to 2004/05. The 2002/03 percentage commercial and industrial property vacancy statistics for each district in Essex and the average Essex district is illustrated in graph 18.

Graph 18: Commercial and Industrial Property Vacancy Statistics.

Commercial and Industrial Property Vacancy Statistics
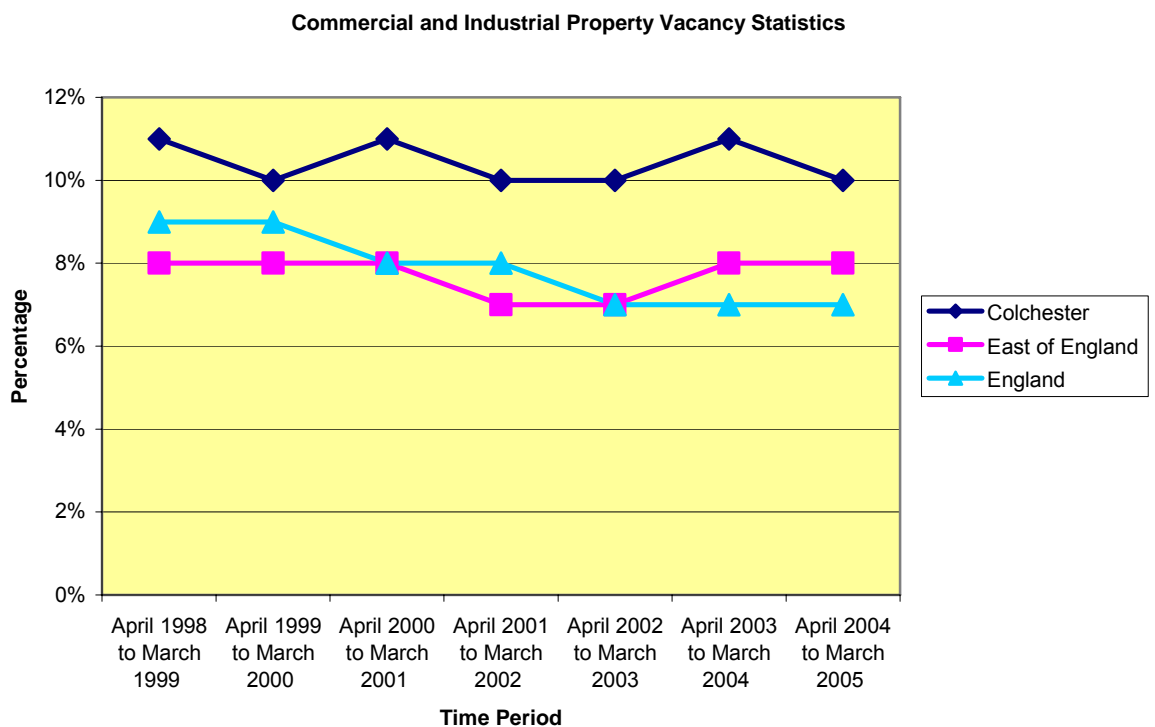
5.62   Graph 18 shows that the Borough of Colchester contains more commercial and industrial property vacancies than the East of England and England averages. Where the figures for England have steadily declined over the time period from 9% to 7% vacancy, Colchester and the East of England have seen fluctuations between 10% and 11%, and 7% and 8% respectively. This is an issue within the region and locally that may need to be considered and rectified.

Graph 19

Graph Showing the Percentage of VacantCommercial and Industrial Properties Throughout the EssexDistricts and the Essex District Average
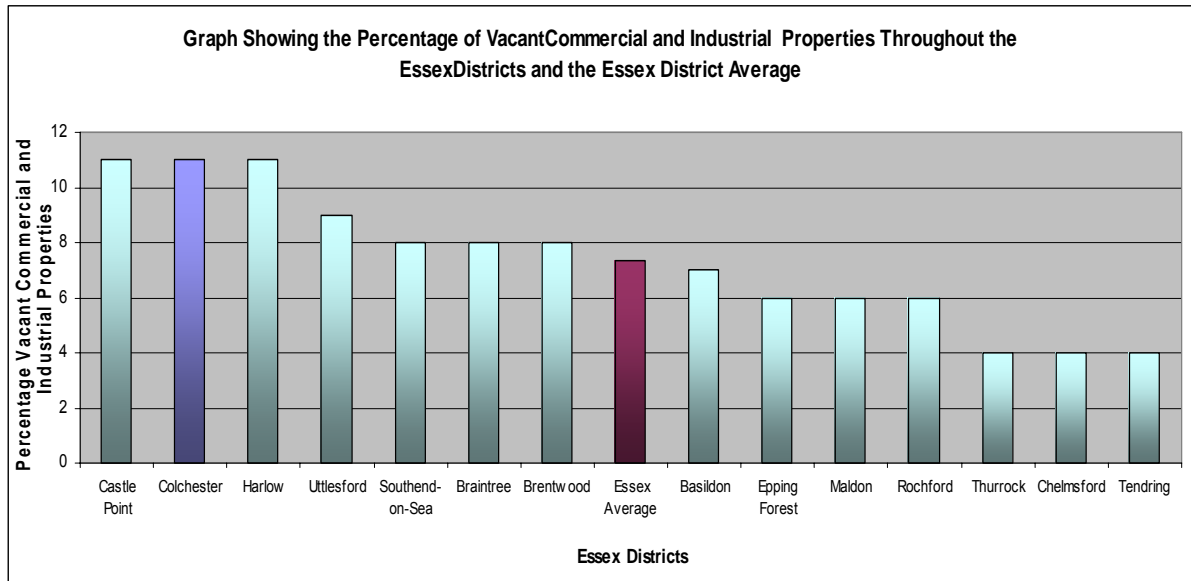
Source; National Statistics Online, 2002/2003

5.63   The average percentage commercial and industrial property vacancy rate for the Essex districts was 7.4% in 2002/03, graph 19 illustrates that the Borough of Colchester similarly to Harlow Council and Castle Point Borough Council had 11% commercial and industrial vacant properties. Clearly the Borough of Colchester has a higher than the Essex District average number of vacant commercial and industrial units. Graph 19 demonstrates that the bid rental values for the commercial and industrial premises in Colchester are greater than the Essex District; therefore this suggests that there is scope for reducing the amount of vacant properties as clearly there is demand within the Colchester Borough for industrial and commercial properties. It is important that the Core Strategy aims to reduce the number of vacant commercial and industrial properties.

Floorspace Summary

- The Borough of Colchester has a well balanced and broad range of use class properties.

- The proportion of retail units within Colchester (1369) is similar to Ipswich (1363) these town centres are renowned for the retail facilities.

- Unlike Ipswich the proportion of office, factory and warehouse units within the District of Colchester exceeds the average for the Haven Gateway. Colchester has the greatest proportion factory and warehouse units throughout all the Haven Gateway districts.

- The Borough of Colchester (395) has smaller factory units than Ipswich (426). Ipswich has larger office, factory and warehouse units than the Borough of Colchester.

- Although the Borough of Colchester has a similar amount of retail units as Ipswich (£106 m2) the rateable value for retail in Colchester is greater (£132 per m2).

- The Borough of Colchester has the highest rateable value per meter squared of floorspace for factory (£38 per m2) and warehousing (£43 per m2) than all the other Haven Gateway districts.

Cultural Heritage and Material Assets

- **Listed Buildings**

5.64   Listed buildings of special architectural or historic interest are important in contributing to the character of the Borough. A listed building is regarded as a structure that is of national or architectural interest therefore listed buildings are not purely older buildings.

5.65   The total number of listed buildings or groups of buildings that are listed Grade 1 and 2* in England was 30,491 (English Heritage, 2005) an increase of 2% since 1999 register (English Heritage, 2005). Essex currently has a total of 14,239 (excluding Southend-on-Sea Unitary Authority and Thurrock Unitary Authority) listed buildings, Colchester contains 1557 of the Essex listed buildings (Information dated 14th November 2005). The Borough of Colchester total of listed buildings comprises 10.9% of the total number of listed buildings within Essex. Table 11 outlines the listed building composition for the Borough of Colchester.

Table 11

Type of Listed Building	Total Number
Grade I	41
Grade II*	99
Grade II	1, 410
Grade B (Church Only)	4
Grade C (Church Only)	2

(Essex County Council, 2005)

5.66   The listed buildings within the Borough of Colchester are predominately concentrated in the historic cores of the towns and villages throughout the borough. The majority of listed buildings are situated within the urban areas throughout Colchester.

5.67   The Historic Buildings at Risk Register contains details of buildings known to be 'at risk' through neglect and decay, or vulnerable to becoming so. The objective of the Register is to outline the state of repair of these buildings with the intention of instigating action towards securing their long term conservation. Table 12 illustrates the number of buildings at risk in 2003, 2004 and 2005, while table 13 shows the number of listed buildings removed from the risk register.

Table 12 - Illustrates the Number of Buildings at Risk in 2003, 2004, and 2005

Administrative Area	At Risk			Newly at risk		
	2006	**2005**	**2004**	**2006**	**2005**	**2004**
Basildon	2	3	2	0	0	1
Braintree	31	32	27	3	4	9
Brentwood	11	10	9	2	2	1
Castle Point	0	1	1	0	0	0
Chelmsford	5	6	8	11	0	0
Colchester	**22**	**26**	**21**	**4**	**0**	**5**
Epping Forest	14	15	12	1	1	3
Harlow	2	3	3	2	0	0
Maldon	11	11	6	0	2	5
Rochford	7	7	8	1	0	0

Tendring	20	27	26	7	0	4
Thurrock UA	17*	15	17*	0	2	0
Uttlesford	14	17	17*	2	0	3
Total	**156**	173	157	**33**	11	31

* = No figures received from district (Source, Essex County Council, 2005)

Table 13 - Illustrates the Total Number of Listed Buildings Removed from the Risk Register

Administrative Area	No longer at risk		
	2006	**2005**	**2004**
Basildon	1	0	1
Braintree	5	4	7
Brentwood	1	0	0
Castle Point	1	0	1
Chelmsford	1	2	0
Colchester	**4**	**0**	**8**
Epping Forest	1	0	4
Harlow	1	0	0
Maldon	2	0	2
Rochford	0	1	2

Tendring	7	2	1
Thurrock UA	0*	2	0
Uttlesford	3	3	0
Total	**27**	15	26

* = No figures received from district Source; Essex County Council, 2005

5.68 The register addresses a 'moving target' and as some buildings are repaired and taken off, others become 'at risk' and are added. The success of the Register may be measured by the number of buildings added, furthermore both the success and failure of the conservation measures employed is reflected in the numbers removed. It is important that the number of buildings removed from the register remains low in 2005 the Borough of Colchester did not remove buildings from the register. However in 2004 Colchester had the highest amount of buildings removed from the register.

- **Parks and Gardens of Special Historic Interest**

5.69 'A Register of Parks and Gardens of Special Historic Interest' has been complied by English Nature. The parks and gardens of historic interest that are located within the Borough of Colchester include;

➢ Castle Park,
➢ Wivenhoe Park and
➢ Gardens at Layer Marney Tower.

5.70 The historic parks and gardens are an important element of the landscape character throughout Colchester.

- **Archaeology**

5.71 The Borough of Colchester has a significant archaeological resource, with particular emphasis within Colchester Town Centre, including Sheepen Road within the northern part of Colchester and Gosbecks Road in the south west of Colchester.

5.72 There are 46 entries for Scheduled Monuments in Colchester District and 20 nationally important archaeological sites within the Borough protected under the Ancient Monuments and Archaeological Areas Act (1979). The Scheduled Ancient Monuments are predominately situated in the centre of Colchester with clusters surrounding the main core of the town centre. Furthermore there is evidence of historic Saxon and Norman occupation within Colchester town centre including the Holy Trinity Church and Colchester Castle.

- **Conservation Areas**

5.73 Essex currently has 230 designated Conservation Areas the Borough of Colchester contains 21 of these Conservation areas. The Conservation Areas are designated because they are historical centres of towns and buildings of special architectural or historic interest which are protected under the Listed Buildings and Conservations Areas Act (1990). The objective of the Conservation Area is to preserve the character of the specific area. There are 4 Areas designated of Special Character in Colchester although they are not of Conservation Area status they have a particular character which is desirable to maintain. Colchester town is Britain's oldest recorded town and is a designated Conservation Area.

5.74 The rural landscape character of the Borough of Colchester is primarily dominated by arable and pasture uses. The area is also characterised by semi natural habitats. The many habitats of the Colchester Borough are also designated Ramsar Sites, Special Areas of Conservation, Sites of Special Scientific Interest, Sites of Nature Conservation Interest, Special Protection Areas, National Nature Reserves and Local Nature Reserves.

- **Countryside Conservation Areas (CCA)**

5.75 The Countryside Conservation Areas included areas of land which are the most significant within Colchester for their rural resources and are outlined in table 14.

Table 14

Countryside Conservation Areas	Identification of Important Sites.
- Roman River Valley	Contains the Roman River Site of Special Scientific Interest (SSSI) which includes Friday Woods and Donyland Woods and Roman River Valley Nature Reserve at Kingsford. These contribute to a landscape of high value. There are also parts of the Dyke System and Gosbecks Field, significant sites of archaeological and historic importance.
- High Woods	Areas of High woods have been identified as Sites of Importance for Nature Conservation. High Woods is ancient woodland containing Brinkley Grove earthworks, a Scheduled Ancient Monument.
- Abberton Reservoir	Contains Ramsar designation, SPA a SSSI, and an area of heathland at Layer Breton. The area is predominately a landscape of high value. Layer Marney Tower and Garden are significant archaeological sites.
- Colne Valley	Area of high landscape value, with woodlands, nature conservation and archaeological sites including those in Sheepen/Hillyfields area.
- Salary Brook and Lower Colne Valley	Contains a Green wedge between Wivenhoe, Row hedge, Colchester and University of Essex. There is significant landscape value here which forms part of Coastal Protection Belt.
	Contains part of the Blackwater Valley to the northwest of

- Tiptree and Messing	Tiptree, and significant woodland such as Layer and Pods Woods, and sites of archaeological importance including The Rampart a Scheduled Ancient Monument.
- Stour Valley	The Stour Valley is situated between Wormingford and Cattawade (Brantham); it is covered by Dedham Vale and the Stour Valley Management Strategy. The area includes Dedham Vale Area of Outstanding Natural Beauty designated in 1970 as an exceptional example of a lowland river valley and Stour Management Strategy.
- Coast and Mersea Island	Contains a SPA, a Ramsar site, a SAC, a SSSI and land included in Coastal Protection Belt. Area also includes Fingringhoe Wick Nature Reserve.

Source; Colchester Local Plan Adopted Review March 2004

Habitat Directive

The Habitat Directive's main aim is to promote the maintenance of biodiversity, taking account of economic, social, cultural and regional requirements, this Directive makes a contribution to the general objective of sustainable development. The Directive aims to protect the wild plants, animals and habitats that make up our divese natural environment. This European Directive created a network of protected areas around the European Union of national and international importance. They are called 'natura 2000' sites. These sites include;

- Special Areas of Conservation (SAC's), and
- Special Protection Areas (SPA's).

In theory it is accepted that a SAC designation is a very high degree of protection certainly higher than a SSSI. A fundamental variation between a SSSI is that planning authorities have a considerable degree of discretion to decide whether or not an application shall affect the site and act accordingly. For an SAC if an application is proposed that there is a likley to be a significant effect on the

designated features of the SAC then the planning authority must obtain an 'appropriate assessment' of the application and the likely impact. An appropriate assessment is only necessary if there is likely to be a significant effect on the designated features of the SAC.

- **Agriculture**

5.76 The best quality agricultural lands in the Borough of Colchester are situated to the north of the A12 with further Grade 2 land in Stanway and Mersea Island.

Cultural Heritage and Material Assets Summary

- Essex currently has a total of 14,239 (excluding Southend-on-Sea Unitary Authority and Thurrock Unitary Authority) listed buildings, Colchester contains 1557 of the Essex listed buildings (Information dated 14th November 2005).

- A Register of Parks and Gardens of Special Historic Interest' has been complied by English Nature. The parks and gardens of historic interest that are located within the Borough of Colchester include; Castle Park, Wivenhoe Park and Gardens at Layer Marney Tower.

- The Borough of Colchester has a significant archaeological resource, with particular emphasis within Colchester Town Centre, including Sheepen Road within the northern part of Colchester and Gosbecks Road in the south west of Colchester

- Essex currently has 230 designated Conservation Areas the Borough of Colchester contains 21 of these Conservation areas.

- There are 4 Areas designated of Special Character in Colchester although they are not of Conservation Area status they have a particular character which is desirable to maintain.

- Countryside Conservation Areas in the Borough include: Roman River Valley,

High Woods, Abberton Reservoir, Colne Valley, Salary Brook and Lower Colne Valley, Tiptree and Messing, Stour Valley, Coast and Mersea Island.

- The best quality agricultural lands in the Borough of Colchester are situated to the north of the A12 with further Grade 2 land in Stanway and Mersea Island.

Biodiversity

5.77 The Essex Biodiversity Action Plan (1999) identifies 25 species and 10 habitats of significant importance within Essex County.

5.78 The following are species/habitats that are of particular importance within the Colchester District:

1) Coastal Grazing Marsh
2) Heath & Acid Grasslands
3) Orchards
4) Reed bed
5) Saline Lagoons
6) Grey Partridge
7) Skylark
8) Song Thrush
9) Stag Beetle
10) Brown Hare
11) Dormouse
12) Great Crested Newt
13) Harbour Porpoise
14) European Otter
15) Pipistrelle Bats
16) Water Vole
17) Native Black Poplar

5.79 Colchester District has the following flagship species:

1) Beautiful Demoiselle
2) Great Crested Newt
3) Sea Holly
4) Stag Beetle
5) Lesser Calamint

Source; Essex Biodiversity Action Plan (1999)

5.80   Table 15 shows the population estimates and relevance of these EBAP species within national, regional and local perspectives.

Table 15: EBAP species

Essex BAP Species	**Information**	**EU, National, Regional or Local**
Brown Hare	Population estimate of 817,500 – 1,250,000 for UK	National
Dormouse	Under recorded, only a few records for Essex including Colchester Borough	Regional (Essex)
Harbour Porpoise	Uncertain numbers/status off Essex Coast.	National
European Otter	Unknown population of Colchester Borough. 2000-2002 EA Otter Survey found 20 of 95 sites positive for species in Essex.	Regional (Essex)
Pipistrelle Bats	Both species of Pipistrelle Bat recorded across Essex including Colchester. UK pre-breeding population is approx. 2 million	National, Regional (Essex), Local
Water Vole	Presence in most Essex river catchments. East-Anglia regarded as a stronghold.	Regional (Essex)
Grey Partridge	National population	National, Regional

	estimated at 150,000 breeding pairs. Colne area amongst strongholds.	(Essex)
Skylark	Estimated breeding population in UK of 2 million pairs. Common throughout Essex	EU, National, Regional (Essex)
Song Thrush	Widespread throughout Essex although numbers are declining in accordance with nationally.	National, Regional (Essex)
Great Crested Newt	Widespread in UK and Essex. Numerous towards the South. Colchester status unknown	National, Regional (Essex)
Shad	Thwaite Shad found in Blackwater Estuary.	Local
Stag Beetle	Widespread in Essex especially Colchester – population centred around the Colne and Stour	Regional (Essex)
White Clawed Crayfish	Not recorded in Colchester Borough, but recorded in Blackwater so may potentially be present.	Regional (Essex)

Source: *(Adapted from)* Strategic Environmental Assessment Environmental Baseline Study for Colchester Borough Full Report. Prepared for Colchester Borough Council by Applied Environmental Research Centre (September 2004)

- **Grassland**

5.81 Acid grassland is associated with heathland there are many examples of acidic grassland within the Colchester Borough. Tiptree Heath SSSI and the Roman River SSSI are two of the main areas of unimproved acid grassland that remain in Essex.

5.82 The Black Water Estuary and Colne Estuary are both designated international and national areas of nature conservation importance, and contain areas of drained grassland within the marshes (Chris Blandford Associates, 2005).

- **Heath**

5.83 The southeast of Colchester contains the Tiptree Heath SSSI which is situated on glacial deposits and gravel. The Layer Brook flows through the heath which supports habitats including acidic grassland and dwarf shrub heath. The Tiptree Heath SSSI is the largest surviving fragment of heathland remaining in Essex. It is important to preserve and enhance this ecologically rich area.
The existing Heathland Sites in Colchester include:-

- Abberton – Layer
- Roman River
- Fingringhoe
- Fordham Heath
- Chest Wood
- Layer Breton
- Tiptree
- Pods Wood
- West Bergholt Heath
- Layer de la Haye

- **Estuary, Salt marsh and Mudflat**

5.84 Areas of salt marsh are situated along the coast of Colchester this includes the north coast of Mersea Island and tributaries of River Colne. Colchester coast also has a variety of saltings, mudflats, sand and shingle beaches that provide

habitats for the wildfowl. The Black Water Estuary and the Colne Estuary are designated Ramsar Sites, Special Protection Areas, Sites of Special Scientific Interest and parts of the estuaries are National Nature Reserves (Chris Blandford Associates, 2005).

- **Fresh water and Open Water Habitats**

5.85   Abberton Reservoir is situated 4 miles south of Colchester town centre and is a particularly dominant feature of the surrounding landscape. Abberton reservoir is a SSSI a Special Protection Area, and a Ramsar Site at a size of about 500ha and is the largest freshwater body in Essex. The reservoir is of national importance particularly for its wintering wildfowl, it is also a significant wetland site in Europe. The River Roman and River Colne are also important freshwater habitats (Chris Blandford Associates, 2005).

- **Woodland Open Space**

5.86   Woodland is scattered throughout the Colchester Borough and is often situated above 18m ODN. Ancient woodland is found to the south of Colchester clustered along the Roman River, on the valley from Copford to its confluence with River Colne. Woodland becomes more scarce south of the Abberton Reservoir, on the low lying coastal flats or on Mersea Island. The majority of ancient woodland and more recent woodland are situated in close proximity to settlements (Chris Blandford Associates, 2005).

5.87   Orchards are found predominately to the North of Colchester, particularly around West Bergholt, Great Horkesley and Langham (Chris Blandford Associates, 2005).

- **Land Utilisation**

5.88   Planning Policy Guidance note 3 entitled Housing outlines that central Government is "committed to maximising the re-use of previously developed land and empty properties and the conversion of non- residential buildings for housing" (Office of Deputy Prime Minister, 2000, 8.) The objective of the government's aim is to promote regeneration and minimise the amount of

Greenfield land being utilised for development. The Planning Policy Guidance note 3 sets out a national target that by "2008, 60% of additional housing should be provided on previously developed land and through conversions of existing buildings" (Office of the Deputy Prime Minister, 2000.8). The target allows the assessment of Local Authority Performance to development on previously developed land.

5.89   A service level agreement between Essex County Council and Colchester Borough Council exists whereby the County Council undertakes residential and non- residential land monitoring. The information formulated by the County Council is further verified by Colchester Borough Council. Graph 20 utilises this information and illustrates the percentage of residential development that has occurred on previously developed land from 2001-2004 in the Colchester District.

Graph 20
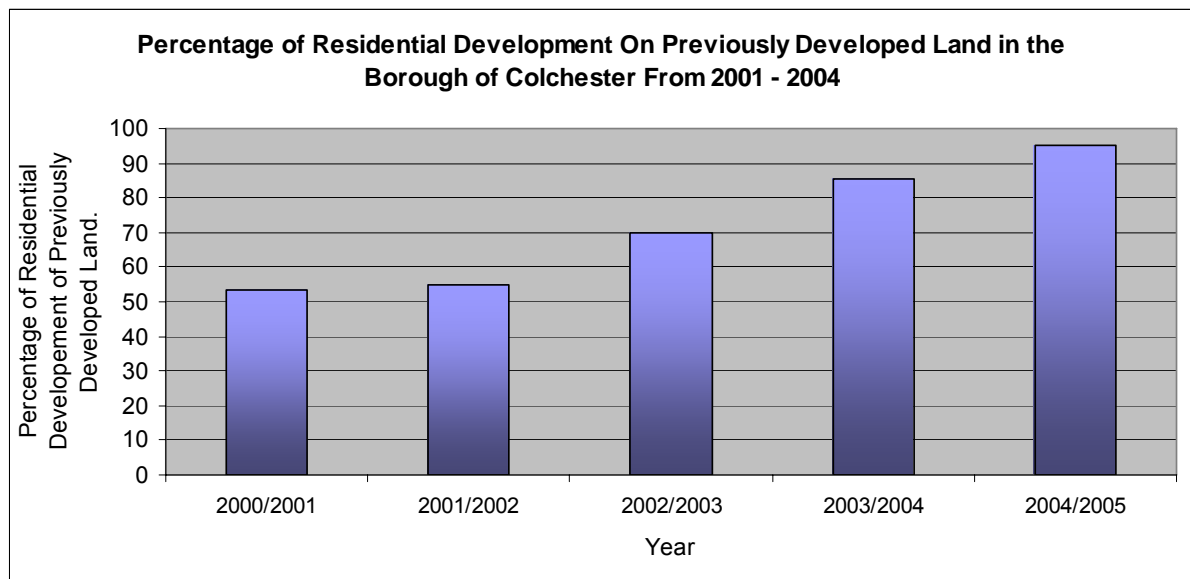
Source; Essex County Council Monitoring Statistics, 2004.

5.90   Graph 20 Illustrates that since 2000/01 the Borough of Colchester has continually increased the number of residential housing completions on previously developed land. In 2000 the Office of the Deputy Prime Minister outlined a target of 60% of new housing development to be located on previously developed land; the Borough of Colchester successfully exceeded this target in 2002/03. Since

2002/03 the Borough of Colchester has continually increased the number of new housing development on previously developed land, and in 2004/05 Colchester had an outstanding record of 95.14% of new residential development on Brownfield land (2004/05 figure still to be agreed by Colchester Borough Council). The Garrison development is a large scale residential redevelopment on Brownfield land within Colchester, and consequently this redevelopment has contributed positively to the percentage of residential dwelling completions on previously developed land.

Biodiversity Summary

- Colchester District has the following flagship species: Beautiful Demoiselle Damselfly, Great Crested Newt, Sea Holly, Stag Beetle, Lesser Calamint.

- Acid grassland is associated with heathland there are many examples of acidic grassland within the Colchester Borough. Tiptree Heath SSSI and the Roman River SSSI are two of the main areas of unimproved acid grassland that remain in Essex

- The Blackwater Estuary and Colne Estuary are both designated international and national areas of nature conservation importance, and contain areas of drained grassland within the marshes

- The southeast of Colchester contains the Tiptree Heath SSSI which is situated on glacial deposits and gravel. The Layer Brook flows through the heath which supports habitats including acidic grassland and dwarf shrub heath

- The Tiptree Heath SSSI is the largest surviving fragment of heathland remaining in Essex.

- Areas of salt marsh are situated along the coast of Colchester this includes the north coast of Mersea Island and tributaries of River Colne. Colchester coast also has a variety of saltings, mudflats, sand and shingle beaches that provide habitats for the wildfowl.

- Abberton Reservoir is situated 4 miles south of Colchester town centre and is a particularly dominant feature of the surrounding landscape. Abberton reservoir is a SSSI a Special Protection Area, and a Ramsar Site at a size of about 500ha and is the largest freshwater body in Essex

- Ancient woodland is found to the south of Colchester clustered along the Roman River, on the valley from Copford to its confluence with River Colne.

- Orchards are found predominately to the North of Colchester, particularly around West Bergholt, Great Horkesley and Langham

Water Quality

5.91   Waters in each river basin district are defined as water bodies; these may be
        entire lakes, parts of lakes, parts of rivers and streams, transitional waters,
        coastal waters, and groundwater. Some surface water bodies and wetlands are
        dependent upon groundwater to sustain them. Surface water bodies are
        grouped into different types according to their physical and chemical
        characteristics. The types indicate, in very general terms, the sorts of plants and
        animals likely to be present in water bodies of that type in undisturbed conditions.
        This grouping is important in deciding the environmental objectives that are set
        for each water body.

5.92   The Water Framework Directive 2000/60/EC (WFD) rationalises and updates
        existing EC water legislation, introducing an integrated and coordinated approach
        to water management, through a statutory system of analysis and planning
        based upon the river basin. Its objective is to establish a Community framework
        for the protection of inland surface waters, transitional waters, coastal waters and
        groundwater, in order to prevent and reduce pollution, promote sustainable water
        use, protect the aquatic environment, improve the status of aquatic ecosystems
        and mitigate the effects of floods and droughts. DEFRA has responsibility for the
        implementation of the WFD in the UK, with much of the implementation work
        being undertaken by the Environment Agency. At present, analysis of surface
        and groundwater characteristics, review of the environmental impact of human
        activity, economic analysis of water use (article 5) and the establishment of
        registers of protected areas (articles 6 and 7) is being undertaken. The Water
        Framework Directive target is for all inland and coastal waters to reach 'good
        status' by 2015 (status to be defined in terms of ecological, chemical, quantitative
        status). The classification of the rivers within Colchester is outlined below.

5.93   Chemistry and biology river quality is classified from A – F. If a river is classified
        as 'A' this demonstrates that the river is of a good quality, whereas if a river is
        perceived to be of 'F' quality then it is deemed to be bad quality. The rivers
        nutrients are analysed for nitrate and phosphate, these are not classified as

"good" or "bad" but just apply grades 1 (very low presence of nutrients) to 6 (very high presence of nutrients). The nutrient level classification should be utilised with caution because rivers across the country naturally have different levels of nutrients and is not necessarily a bad reflection on the environment. Table 16 outlines the river quality targets.

Table 16 - River Quality Targets

River Name	River Stretch	Years	Target	Compliance
Layer Brook	Rockingham Farm	1991- 2001	3	Compliant
Colne	Lexden, East Mill.	1999- 2001	3	Compliant
Roman River	Layer	2000-2002	2	Compliant
Salary Brook	A12 Road Culvert, Ardleigh Reservoir	1999- 2001	3	Marginal

Source: Environment Agency Website

5.94   The water chemistry is tested by sampling the ammonia, biochemical oxygen demand (BOD) and dissolved oxygen within the river. The results for each site are averaged and percentiles are calculated. These are compared with limits set for each of the six grades in the table below. A grade is assigned to the river according to the lowest grade achieved in any of the three tests. (For example if the site gains a grade A for ammonia and dissolved oxygen but a grade B for BOD, then the site is specified as a grade B.) Table 17 displays the water chemistry.

Table 17 – Water Chemistry

River Name	River Stretch	Years	Grade
Colne	Lexden, East Mill	2000- 2002	C-fair
Layer Brook	Rockingham Farm	2000-2002	C-fairly good. Natural ecosystems or those corresponding to good cyprinid fisheries.
Roman River	Layer	2000-2002	B-fair. All abstractions Very good salmonid fisheries Cyprinid fisheries Ecosystems at or close to natural
Salary Brook	A12 Road Culvert, Ardleigh Reservoir	2000- 2002	E – poor, Low grade abstraction for industry Fish absent or sporadically present, vulnerable to pollution. Impoverished ecosystems.

Source: Environment Agency Website

5.95   Rivers are also graded according to their biology. To biologically grade a river
        the macro-invertebrates (small animals that can be seen with the naked eye) are

compared in a sample with the range of species we would expect to find in the river if it was not polluted and assign a grade. The natural changes experienced by a river are also taken into account. Natural changes are predominately physical alterations such as modifications in the geology and flow. Table 18 illustrates the river biology.

Table 18 – River Biology

River Name	River Stretch	Years	Grade
Layer Brook	Rockingham Farm	2002	D-fair, A range of pollution tolerant species present.
Roman River	Layer	2004	B-Good, Biology is a little short of an unpolluted river.
Salary Brook	A12 Road Culvert, Ardleigh Reservoir	2000	C-fairly good, biology worse than expected for an unpolluted river.
Colne	Lexden, East Mill	2004	B-Good

Source: Environment Agency website,

River Phosphates

5.96 Rivers may be classified in terms of their phosphate levels, the classification and grades are outlined in table 19.

Table 19 – Phosphate and Grade Classification

Nutrients		
Classification for phosphate	Grade limit (mgP/I) average	Description
1	0.02	Very low
2	0.06	Low
3	0.1	Moderate
4	0.2	High
5	1.0	Very high
6	>1.0	Extremely High

Source: Environment Agency Website

5.97   The phosphate classification for the rivers within the Borough of Colchester is outlined in table 20.

Table 20 – Phosphate Classification

River Name	River Stretch	Years	Grade
Layer Brook	Rockingham Farm	2002 - 2004	5
Roman River	Layer	2002- 2005	5
Salary Brook	A12 Road Culvert, Ardleigh Reservoir	2002- 2004	4
Colne	Lexden, East Mill	2002- 2004	5

Source: Environment Agency Website

River Quality (nitrates)

5.98   Rivers may be classified in terms of their nitrate levels the classification and grades are outlined in table 21.

Table 21 - Nitrate Classification Grades

River Name	River Stretch	Years	Grade
Layer Brook	Rockingham Farm	2002 - 2004	5
Roman River	Layer	2002- 2005	6
Salary Brook	A12 Road Culvert, Ardleigh Reservoir	2002- 2004	6
Colne	Lexden, East Mill	2002- 2004	5

Table 22 – Nitrate Classification in Colchester Borough Council

Classification for nitrate	Grade limit (mg NO3/l) average	Description
1	5	Very low
2	10	Low
3	20	Moderately low
4	30	Moderate
5	40	High
6	>40	Very high

Source: Environment Agency Website

5.99   The nitrate classification for the rivers within the Borough of Colchester is outlined in table 22.

5.100 The Environment Agency have deemed the following rivers 'at risk' of pollution;

> ➢ Layer Brook
> ➢ Roman River
> ➢ Colne
> ➢ St Botolphs Brook

5.101 Furthermore the Environment Agency also outlines the rivers that are probably at risk of pollution, they include;

> ➢ Tendring streams
> ➢ Birch Brook

- **Flooding**

5.102 There are areas of flood risk throughout the Borough of Colchester and the surrounding districts taking into account flood defences mechanisms that have been implemented to reduce the incidence of flooding. The flood defence measures have been adopted in two areas, and they include;

*   Colne Barrier
*   Stour Barrier.

5.103 The areas of high risk to flooding have a 1 in 200 chance of flooding in a year by a river or the sea, and areas of medium flood risk have a 1 in 1000 chance of flooding by the river or sea in a year. The north coast of Mersea Island and opposite on the mainland is an extensive flood risk area.

5.104 The Abberton Reservoir is also shown as a high flood risk area. Abberton Reservoir is a contoured defined reservoir therefore extensive rain increases the probability of flooding. Similarly north east of Colchester the Ardleigh Reservoir is shown as a high flood risk area the reservoir is also contour defined.

5.105 The Stour Valley on the border of the Colchester Borough with Suffolk is also designated as high flood risk. Furthermore the Colne Valley which penetrates through the centre of Colchester town is also designated as a high flood risk zone.

Water Summary
- The Environment Agency have deemed the following rivers 'at risk' of pollution; Layer Brook, Roman River, Colne, St Botolphs Brook   - Furthermore the Environment Agency also outlines the rivers that are probably at risk of pollution, they include; Tendring streams, Birch Brook   - The north coast of Mersea Island and opposite on the mainland is an extensive flood risk area   - The Abberton Reservoir is also shown as a high flood risk area. Abberton Reservoir is a contoured defined reservoir therefore extensive rain increases the probability of flooding. Similarly north east of Colchester the Ardleigh Reservoir is shown as a high flood risk area the reservoir is also contour defined.   - The Stour Valley on the border of the Colchester Borough with Suffolk is also designated as high flood risk. Furthermore the Colne Valley which penetrates through the centre of Colchester town is also designated as a high flood risk zone

Air Quality

5.106 The mode of transport that people utilise to work has implications upon the air quality of a particular locality. High private car use as a mode of travel to work is likely to contribute to poor air quality. Graph 21 illustrates the travel to work patterns of persons aged 16-74 years within, England and Wales, the East of England Region and the Borough of Colchester.

Graph 21

Graph Illustrating the Travel To Work Patterns of Persons Aged 16-74 Years Within England and wales, the east of England Region and the Borough of Colchester in 2001
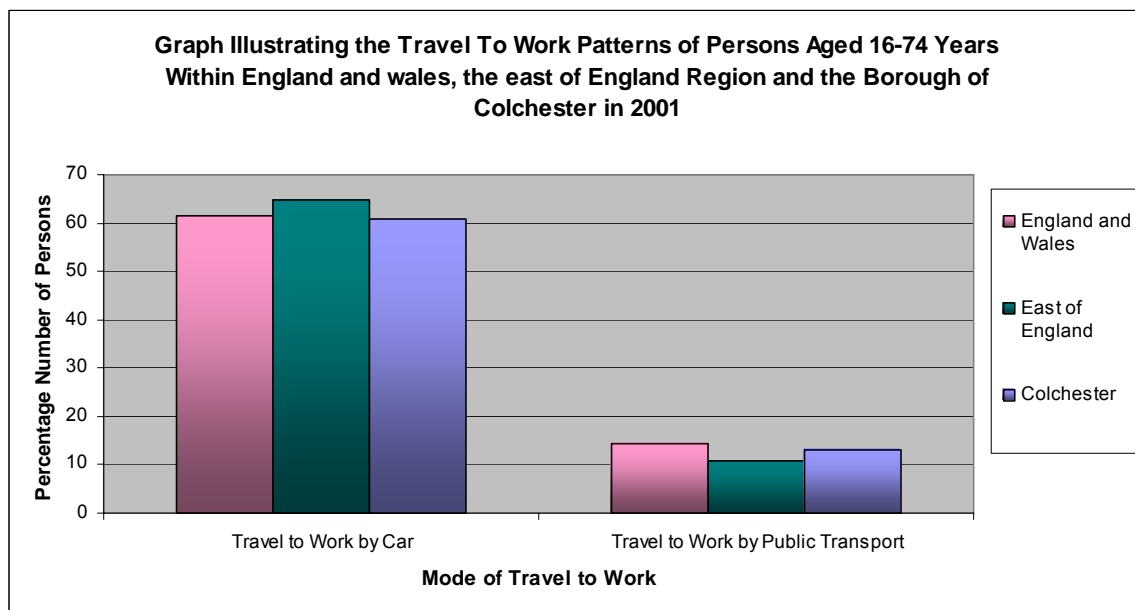
Source; Census 2001, National Statistics Online

5.107 Graph 21 shows that the percentage of persons aged 16-74 years who travelled to work by car was significantly greater than those who travel to work by public transport. The Borough of Colchester had a slightly lower percentage of people who travel to work by car at 61% compared to the East of England at 64.7 % and England and Wales at 61.5%.

5.108 The Borough of Colchester had a slightly higher percentage of people who travel to work by public transport at 13.2% compared to the East of England at 10.9%.

5.109   An increase in travelling to work by public transport, and a reduction in travelling to work by car could significantly improve the air quality within the Borough of Colchester.

5.110   Graph 22 illustrates household car/van ownership within England and Wales, the East of England Region and the Borough of Colchester in 2001.

Graph 22
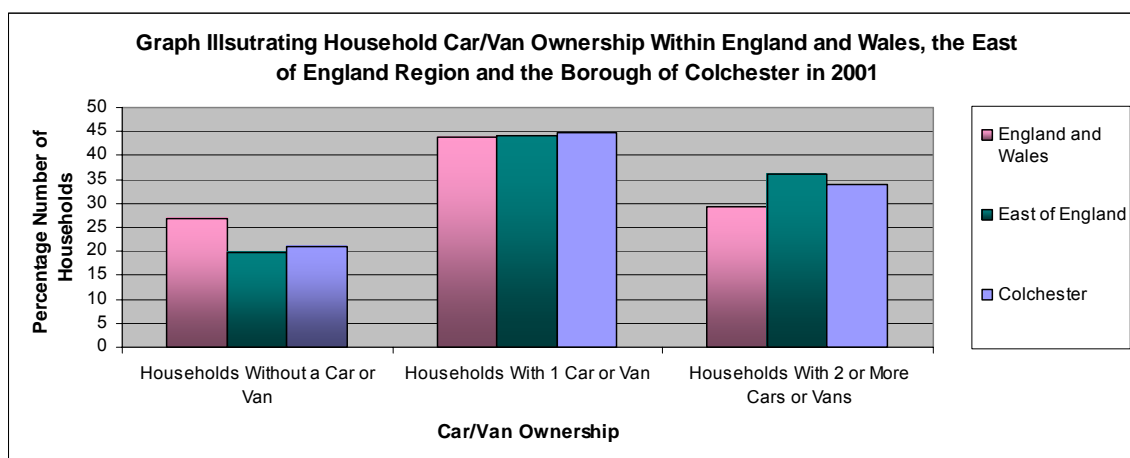
5.111   Graph 22 shows that over 43% of households in England and Wales, East of England and Colchester had 1 car or van and over 29% of the households had 2 or more cars in 2001. The Borough of Colchester had a slightly higher percentage of households with 1 or more cars at 44.9% compared to England and Wales at 43.8% and East of England at 44.1%. The Borough of Colchester had a slightly higher percentage of households with no cars at 21.1% compared to the East of England at 19.8% however this is significantly lower than that of England and Wales at 26.8%.

5.112   The Borough of Colchester and the East of England region had a greater percentage of households with 2 or more cars or vans at 34% and 36.1% respectively. This was significantly greater than that for England and Wales at 29.4%

5.113   A greater percentage of households with 1 or more cars are likely to contribute to an increase in air pollution.

- **Air Quality Management**

5.114   Air Quality Management Areas (AQMA's) are designated sites where the air quality fails to meet national air quality standards. There are two Air Quality Management Areas (AQMA) in Colchester in terms of their exceedences of the NO_2 annual mean Objective. These are located at Mersea Road and Brook Street. There are widespread exceedences of the annual mean objective in these two AQMAs, most notably at Mersea Road, where monitored levels reached a maximum of 76.8µg/m$_3$.

5.115   Colchester Borough Council undertook its first round of air quality review and assessment between 1999 and 2002. The first round assessments concluded that Air Quality Objectives would be met at all locations except a 'street canyon' location in Mersea Road. An Air Quality Management Area (AQMA) was declared in May 2001 along the length of this street canyon.

5.116   The first phase of the second round of review and assessment, was completed in October 2003 and this provided an update with respect to air quality issues within Colchester Borough Council. It was concluded that a detailed assessment was required for nitrogen dioxide (NO_2) due to road traffic emissions from the A12 London Road at Marks Tey, Cowdray Avenue and Brook Street.

5.117   The second round of review and assessment Detailed Assessment in 2004, concluded that there was a risk of exceedences of the NO_2 annual mean objective at Brook Street, therefore Colchester Borough Council declared a further AQMA here in January 2006. Road traffic emissions were identified as the major source of NO_X emissions in the AQMA and the Council is currently drawing up an Air Quality Action Plan for the Brook Street AQMA, in partnership with Essex County Council, to improve air quality.

Potentially Significant Junctions

5.118   Seven junctions have been identified as potentially significant due to congestion issues within Colchester. It is predicted that the annual mean objective is likely to be met at these locations, with the exception of the Ipswich Road/St Andrews Avenue junction which showed an exceedence in the monitoring results for 2005.

5.119   When assessing air quality, it is important to incorporate statistical data of the potential sources within baseline information profiles. It is highlighted above that road traffic emissions are identified as the major source of NOx emissions in the Brook Street AQMA, therefore travel to work and traffic flow statistics are summarised below in Table 24. Domestic and per capita Carbon Dioxide emissions are also documented as well as resource consumption within the Borough.

Table 23 – Travel to Work and Traffic Flows

Indicator	Period	Value	Trend	National Quartile (1=best)	Mean Value
% of the resident population who travel to work by private motor vehicle (car, taxi or motorbike)	2001	62.5%		④③②❶	65.27%
% of the resident population who travel to work by public transport	2001	13.2%		④③②❶	11%
% of the resident population who travel to work on foot or cycle	2001	14.5%		④③❷①	13.3%
% of the resident population travelling over 20 km to work	2001	20.7%		④③②①	14.16%
% of residents who think that for their local area, over the past three years, that public transport has got better or stayed the same.	2003/04	71.03%		④❸②①	70.6%

% of residents who think that for their local area, over the past three years, that the level of traffic congestion has got better or stayed the same. | 2003/04 | 21.63% | ④③②① | 32.03%

Estimated traffic flows for all vehicle types (million vehicle kilometres) | 2003 | 13223 million vehicle kms | ↑ ④③②① | 2812.94 million vehicle kms

Local estimates of CO_2 emissions (kt CO_2) - Total domestic | 2003 | 430kt CO_2 | ④③②① | 384.6kt CO_2

Local estimates of CO_2 emissions (kt CO_2) - Domestic emissions per capita | 2003 | 2.7kt CO_2 | ④③②① | 2.86kt CO_2

Local estimates of CO_2 emissions (ktCO_2) - Total emissions per capita | 2003 | 6.8kt CO_2 | ④③②① | 10.57kt CO_2

Average annual domestic consumption of gas in kWh | 2004 | 20336 kWh | ↓ ④③②① | 20424.77 kWh

Average annual domestic consumption of electricity in kWh | 2004 | 4875 kWh | ↓ ④③②① | 4758.57 kWh

Source: www.areaprofiles.audit-commission.gov.uk

Map 3 – Mersea Rd AQMA
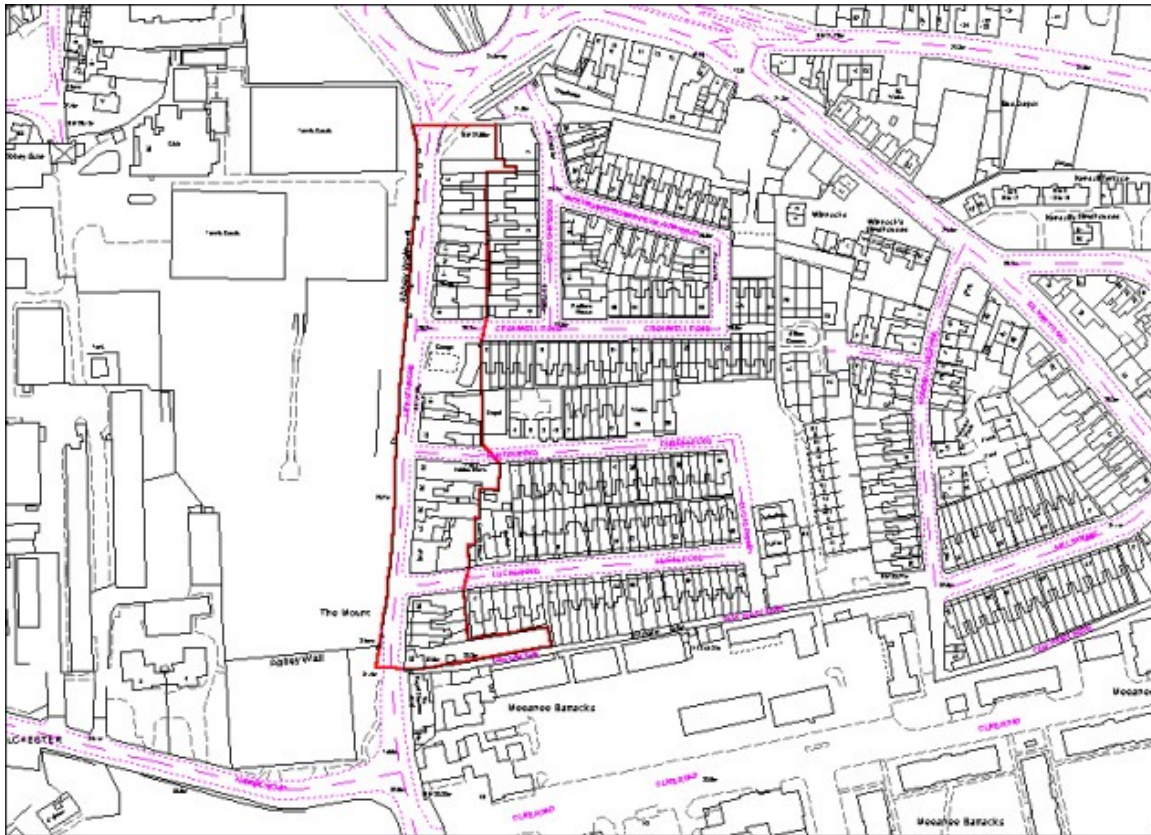
(Source – Local Air Quality Management Website)

Banding	Index	Health Descriptor
Low	1	Effects are unlikely to be noticed even by individuals who know they are sensitive to air pollutants
	2	
	3	
Moderate	4	Mild effects, unlikely to require action, may be noticed amongst sensitive individuals.
	5	
	6	
High	7	Significant effects may be noticed by sensitive individuals and action to avoid or reduce these effects may be needed (e.g. reducing exposure by spending less time in polluted areas outdoors). Asthmatics will find that their 'reliever' inhaler is likely to reverse the effects on the lung.
	8	
	9	
Very High	10	The effects on sensitive individuals described for 'High' levels of pollution may worsen.

5.120 Map 3 demonstrates that the AQMA sites within the Colchester Borough will significantly affect those persons in society sensitive to air pollution. Further data to be included in full report

Air Quality
• The percentage of persons aged 16-74 years who travelled to work by car was significantly greater than those who travel to work by public transport. The Borough of Colchester had a slightly lower percentage of people who travel to work by car at 61% compared to the East of England at 64.7 % and England and Wales at 61.5%. • The Borough of Colchester had a slightly higher percentage of people who travel to work by public transport at 13.2% compared to the East of England at 10.9%. • Over 43% of households in England and Wales, East of England and Colchester had 1 car or van and over 29% of the households had 2 or more cars in 2001. • The Borough of Colchester had a slightly higher percentage of households with 1 or more cars at 44.9% compared to England and Wales at 43.8% and East of England at 44.1%. • The Borough of Colchester had a slightly higher percentage of households with no cars at 21.1% compared to the East of England at 19.8% however this is significantly lower than that of England and Wales at 26.8%. • The Borough of Colchester and the East of England region had a greater percentage of households with 2 or more cars or vans at 34% and 36.1% respectively. This was significantly greater than that for England and Wales at 29.4% • There are two Air Quality Management Areas (AQMA) in Colchester in terms of their exceedences of the NO_2 annual mean Objective. These are located at Mersea Road and Brook Street

- There are widespread exceedences of the annual mean objective in these two AQMAs, most notably at Mersea Road, where monitored levels reached a maximum of 76.8μg/m3.

- Road traffic emissions were identified as the major source of NO$_x$ emissions in the AQMA and the Council is currently drawing up an Air Quality Action Plan for the Brook Street AQMA

- Seven junctions have been identified as potentially significant due to congestion issues within Colchester. It is predicted that the annual mean objective is likely to be met at these locations, with the exception of the Ipswich Road/St Andrews Avenue junction which showed an exceedence in the monitoring results for 2005.

SEA Objectives and Sustainability Framework

The utilisation of SEA objectives is a recognised methodology for considering the environmental effects of a plan and programme and comparing the effects of the alternatives. They serve a different purpose to the objectives of the Colchester Borough Council Core Strategy (2006). The SEA objectives are utilised to show whether the objectives of the plan and programme are beneficial for the environment, to compare the environmental effects of the alternatives or to suggest improvements.

The SEA objectives have been derived from a review of the plans and programme at the European, national, regional, sub-regional, county and local scale and a strategic analysis of the baseline information. The assessment of the baseline data allows the current state of the environment to be evaluated to determine if significant effects are evident for them to be identified.

Annex 1 (f) of the SEA Directive states that 'the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors' should be analysed. The SEA objectives outlined in table 10 have been selected to ensure that all the effects highlighted in the European Directive are appropriately addressed. The SEA objectives identified for the assessment of the Colchester Borough Council Core Strategy are outlined in table 10.

Table 10 also seeks to outline the sustainability framework, which will feed into the assessment of the Colchester Borough Council Core Strategy by providing a context as to how the SEA objectives shall be viewed in the appraisal. Within table 10 each SEA objective is outlined alongside headline and detailed indicators, and the key questions to be considered in the assessment.

Table 24 – Colchester Borough Council – Sustainability Framework

SEA Objective Reference	Headline Objective	Source	Annex 1 SEA Directive Requirements	Headline Indicator	Key Questions	Detailed Indicator
Overarching Objective						
1	To ensure the delivery of high quality sustainable communities where people will want to live and work.	Office of the Deputy Prime Minister (2005) Sustainable Communities Plan	Population Human Health Fauna/Flora/Soil Water Air Climatic factors Cultural Heritage – Architectural and archaeological Landscape	See columns below	See columns below	See columns below

2	Create Safe environments where crime and disorder or fear of crime does not undermine the quality of life or community cohesion.	Office of the Deputy Prime Minister (2005) Planning Policy Statement 1 – Delivering Sustainable Development	**Population** **Human Health**		Will it ensure the delivery of high quality and inclusive design?	
3	To provide everybody with the opportunity to live in a decent home.	Office of the Deputy Prime Minister (2000) Planning Policy Guidance – Housing	**Population** **Human Health** **Material Assets**	Number of unfit homes per 1,000 dwellings.	Will it increase the range and affordability of housing for all social groups?	House Prices
					Will it reduce the number of unfit homes?	Number of unfit homes per 1,000 dwellings.
					Doe it promote high quality design?	Indices of Multiple Deprivation Score – particularly Housing and Services Domain and the Living
					Does it facilitate accessibility to	

					services etc?	Environment Deprivation Domain.
					Is the housing meeting the resident needs?	
4	To promote town centre vitality and viability.	Office of the Deputy Prime Minister (2005) Planning Policy Statement 6 – Town Centres	**Population**	Diversity of main town centre uses (by number, type and amount of floorspace).	Does it promote and enhance existing centres by focusing development in such centres?	Pedestrian footfall
						Amount of retail, leisure and office floorspace in town centres and neighbourhood centres.
				Diversity of main town centre uses (by number, type and amount of floorspace).	Does it enhance consumer choice through the provision of range of shopping, leisure and local services to meet the needs of the entire community?	Amount of retail, leisure and office floorspace in town centres and neighbourhood centres.
				Density of	Does it promote	Density of development

				development	mixed use and high density development in urban centres?	Floorspace Data (Department of Communities and Local Government)
				Travel to work modes.	Does it secure more opportunities for residents to work in the district?	Travel to work mode.
						Floorspace
5	To achieve sustainable levels of prosperity and economic growth.	Office of the Deputy Prime Minister (2005) Planning Policy Statement 1 – Delivering Sustainable Development	**Population**	Gross Domestic Product / /Gross Domestic Product Per Head	Will it improve business development?	Percentage change in the total number of VAT registered businesses in the area.
				Travel to work mode	Does it secure more opportunities for residents to work in the district?	Travel to work mode.
						Floorspace
				Sectoral employment composition of the local population	Does it promote a wide variety of jobs across all sectors?	Sectoral employment composition of the local population
						Travel to work mode
6	To conserve and	Office of the	**Fauna/Flora**	Net change in	Will it conserve and	Populations of wild birds.

	enhance the biological and geological diversity of the environment as an integral part of social, environmental and economic development.	Deputy Prime Minister (2005) Planning Policy Statement 9 – Biological and Geological Conservation	**Cultural Heritage** **Water** **Landscape**	natural/semi natural habitats.	enhance natural/semi natural habitats?	Sustainable management of woodland.
					Will it conserve and enhance species diversity, and in particular avoid harm to protected species?	Biodiversity in coastal/marine areas.
						Trends in plant and animal species.
						Achievement of Biodiversity Action Plan targets.
					Will it maintain and enhance sites designated for their nature conservation interest?	Extent and management of SSSI's etc.
7	To promote more sustainable transport choices both for people and moving freight ensuring access to jobs, shopping, leisure facilities	Office of the Deputy Prime Minister (1999) Planning Policy Guidance 13 - Transport	**Population** **Human Health** **Climatic Factors** **Air**	Travel to Work mode of transport	Will it increase the availability of sustainable transport modes?	Public Transportation Infrastructure
					Will it seek to encourage people to use alternative modes of	Travel to work mode of transportation

					transportation other than the private car?	
and services by public transport, walking and cycling.	Office of the Deputy Prime Minister (1999) Planning Policy Guidance 13 - Transport			Indices of Multiple Deprivation most notably the Housing and Services Domain.	Will it contribute positively to reducing social exclusion by ensuring access to jobs, shopping, leisure facilities and services?	Indices of Multiple Deprivation
					Will it reduce the need to travel?	Distance to work travelled
					Does it seek to ensure that development encourages a large volume of people or transport movements are located in sustainable accessible locations?	Reduced Out Commuting – BDC Reviewed Annually
				Travel to work	Does it secure more	Travel to work mode

				mode	opportunities for residents to work in the borough?	Floorspace
8	To improve the education and skills of the population.	Rochford District Council – Community Strategy	**Population**	Qualification attainment	Will the policies and options proposed seek to enhance the qualifications and skills of the local community?	Qualifications of working population
					Will access to educational institutions or establishments be enhanced?	Young person educational attainment
					Does it facilitate educational development?	
9	To maintain and enhance the cultural heritage and assets within	Office of the Deputy Prime Minister (1994) Planning	**Cultural Heritage – archaeological and architectural**	Buildings of grade I and II at risk of decay.	Will it protect and enhance sites, features and areas of historical,	Loss of damage to listed buildings and their settings.
						Loss or damage to

					archaeological and cultural value in both urban and rural areas?	scheduled ancient monuments and their settings.
the Borough of Colchester.	Policy Guidance 15 – Planning and Historic Environment	**Landscape**				Loss or damage to historic parks and gardens and their setting.
						Percentage of conservation area demolished or otherwise lost.
						Lost or damage to historic view lines and vistas.
				Quantity of open space – including parks etc.	Does it seek to enhance the range and quality of the public realm and open spaces?	Number of parks allocated green flag status.
						Percentage of highways that are either of a high or acceptable level of cleanliness.
				Developments on	Will it reduce the	Amount of vacant land.

				Previously Developed Land.	amount of derelict, degraded and underused land?	Amount of derelict properties.
				Quantity of open space – including parks etc.	Will it improve the landscape?	Landscape features – hedges, walls, ponds, buildings
10	To reduce contributions to climatic change.	Office of the Deputy Prime Minister (1993) Planning Policy Guidance 22 - Renewable Energy	**Climatic Factors** **Air** **Water**	Emissions of greenhouse gases.	Will it reduce emissions of greenhouse gases by reducing energy consumption?	Carbon Dioxide emissions Energy efficiency of road passenger travel/average fuel consumption.
					Will lead to an increased proportion of energy needs being met from renewable sources?	Proportion of energy supplied from renewable sources.
11	To improve water quality and reduce flood risk.	Water Directive	**Water** **Human Health**	Rivers of good or fair quality.	Will it improve the quality of inland water?	Percentage of main land rivers of good or fair quality.
					Will it improve the quality of coastal	Dangerous substances in the water.

					waters?	
					Is adequate account taken of flood risk?	Estuarine water quality, marine inputs.
12	To improve air quality.		**Air** **Human Health**	Days when pollution is moderate or higher.	Will it improve air quality?	Number of AQMA's in the District
						Concentrations of selected pollutants.
						Number of days of air pollution.

Table 10 illustrates a series of 15 SEA objectives. As part of the appraisal we have decided to include objective 1 related to the delivery of a sustainable community where people will choose to live and work as the overarching objective.   Thus if all the policies and development options outlined in the Core Strategy are deemed to contribute positively in the short-long term then it is concluded that this overarching SEA objective will be delivered successfully.

- **Assessing the Compatibility of the Objectives**

A balance of social, economic and environmental objectives has been selected. To test the internal compatibility of the sustainability objectives a compatibility assessment was undertaken to identify any potential tensions between the objectives. Matrix 1 illustrates the compatibility appraisal of the sustainability objectives.

Matrix 1

Matrix Illustrating the Compatibility Appraisal of the SEA Objectives

SEA Objectives	1	2	3	4	5	6	7	8	9	10	11
2	✓✓										
3	✓✓	✓✓									
4	✓✓	✓✓	✓✓								
5	✓✓	✓✓	✓	✓✓							
6	✓✓	✓	✓	✓✓	✓✓						
7	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓					
8	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓				
9	✓✓	✓	✓	✓✓	✓✓	✓✓	✓	✓✓			
10	✓✓	0	✓	✓	✓	✓✓	✓✓	✓✓	✓✓		
11	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓	
12	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓

SEA Objectives

Key	
Very Compatible	✓✓
Compatible	✓
No Impact	0
Incompatible	X
Very Incompatible	XX
Uncertain	?

Matrix 1 demonstrates that none of the 12 SEA objectives outlined in table 10 are incompatible or very compatible. The majority are compatible or very compatible. However one of the SEA objectives have no impact, but this it is deemed appropriate that this objective continue to be included in the assessment as overall they contribute positively to the delivery of a sustainable community where people will choose to live and work. It is important to note that the compatibility of the objectives is clearly dependent upon local circumstances and in some instances the degree to which the objectives are compatible may vary. This assessment represents an initial evaluation, and any impacts are outlined more comprehensively in the assessment.

Matrix 2 illustrates the compatibility matrix for the SEA objectives against the Colchester Borough Council Core Strategy Regulation 26 (2006) objectives. This stage of the appraisal process represents the preliminary stage of the SEA/SA assessment, whereby the degree to which the overall objectives of the Core Strategy are analysed to determine the degree to which they are compatible with the SEA objectives. The proceeding appraisal of the Colchester Borough Council Core Strategy Regulation 26 Consultation seeks to comprehensively analyse potential conflicts with the SEA objectives and develop ways to mitigate these impacts by suggesting appropriate policy recommendations.

Matrix 2 – SEA Objectives against Colchester Borough Council Core Strategy Objectives

Core Strategy Objectives (rows) against SEA Objectives (columns 1–12):

Core Strategy Objective	1	2	3	4	5	6	7	8	9	10	11	12
19	✓✓	0	0	0	✓	✓	0	✓	0	✓✓	✓✓	✓✓
18	✓✓	0	✓✓	✓	✓	✓✓	0	✓	✓	✓✓	✓✓	✓✓
17	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	0	✓	✓	✓✓	✓✓	✓✓
16	✓✓	✓✓	✓✓	0	✓✓	✓	✓	✓	✓	?	?	?
15	✓✓	✓✓	✓	0	✓✓	✓✓	?	✓	✓✓	✓✓	✓✓	✓✓
14	✓✓	✓✓	✓✓	✓✓	✓✓	?	✓✓	✓✓	✓	✓✓	?	✓✓
13	✓✓	✓✓	✓✓	✓✓	✓✓	?	✓✓	✓✓	?	✓✓	?	✓✓
12	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓✓
11	✓✓	✓	?	✓	✓	✓✓	✓	✓	✓✓	?	?	?
10	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
9	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
8	✓✓	✓✓	✓✓	✓	✓✓	?	?	0	?	?	?	?
7	✓✓	✓✓	0	✓	✓✓	?	✓✓	0	?	✓✓	✓	✓✓
6	✓✓	✓✓	✓✓	✓✓	✓	?	✓	✓✓	✓✓	✓✓	✓	✓✓
5	✓✓	✓✓	✓✓	✓✓	✓✓	?	✓✓	✓✓	✓✓	✓✓	0	✓✓
4	✓✓	✓✓	✓✓	✓✓	✓✓	?	✓	✓	✓	✓✓	0	✓✓
3	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓	✓	✓	✓	✓	✓
2	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓	✓	✓✓	✓✓	✓✓	✓✓
1	✓✓	✓✓	✓✓	✓✓	✓✓	?	✓✓	✓✓	✓	✓✓	✓	✓✓

SEA Objectives

Key	
Very Compatible	✓✓
Compatible	✓
No Impact	0
Incompatible	X
Very Incompatible	XX
Uncertain	?

Matrix 2 demonstrates that the key objectives outlined in the Regulation 26 Core Strategy for Colchester Borough Council are predominately very compatible or compatible with the SEA objectives. There are instances whereby the objectives have no impact on the SEA objective however other objectives within the Core Strategy should adequately address these SEA objectives satisfactorily.

(It is important to be aware that this stage of the appraisal forms the preliminary element of the SEA/SA and therefore a more detailed assessment of precise policies, options and the spatial strategy will follow).

Chapter 4 -   Core Strategy Policy Appraisal

Chapter 4

Core Strategy Spatial Strategy, Policy and Options Appraisal

Significant Social, Environmental and Economic Effects of the Options

Annex 1 (f) of the SEA Directive (2001) states that information should be provided on "the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic, material assets including architectural and archaeological heritage, landscape and the interrelationship between the above factors" (Annex 1(f)).

The Core Strategy highlights that "the strategic options … provide the context for the investigation of more specific policy options" (Colchester Borough Council, 2006, Chapter 4). Furthermore "the spatial strategy provides a summary of the Core Strategy, the spatial context for the Spatial Policies and outlines how the vision and objectives will be achieved" (Colchester Borough Council, 2006, Chapter 5). It was therefore concluded that to ensure the SEA/SA is robust that the policy relationship between the Spatial Strategy and the Spatial Policies is identified. Following this assessment it was deemed appropriate that the comprehensive assessment of the Spatial Policies would ensure that the Spatial Strategy was appropriately assessed. The overarching strategy directly relates to the Spatial Policies. Table 25 illustrates the inter-relationship between the strategic alternatives and options with the spatial policies.

Table 25 Illustrating the Relationship between the Strategic Alternatives and Options with the Spatial Policies

Strategic Alternatives and Options	Relevant Policy Assessment from the Regulation 26 Assessment and/or the Options Assessment from the Regulation 25 Assessment				
Chapter 4 – Options and Alternatives					
Balancing centres and dispersed employment development					
Out-Of Town Option	CE3				
Mixed-Use Option	CE5				
Balancing Compact Neighbourhoods and Greenfield Land					
Greenfield Development Option	This was appropriately assessed in the housing options outlined in the regulation 25 assessment.				
Previously Developed Land Option	This was appropriately assessed in the housing options outlined in the regulation 25 assessment.	UR1	SC1		
Balancing Sustainable					

Transport with Car Based Travel										
Focusing Employment Development in Centres	CE4									
Focusing Housing in Compact Neighbourhoods	CE16									
Sustainable Transport	AT1		AT2		AT3		AT4		PR1	
Chapter 5 – Spatial Strategy										
Sustainable Development	SC1	H1	UR2	CE2	CE1a	SC2	CF1	AT1	AT2	AT3
Centres and Employment	CE4	CE5	UR1	SC2	CF1	SC1	CE2	CE3	PR1	AT1
	AT2	AT3	AT4	H2	UR3	NE2	NE1	CE1	CE1a	CE1b
Housing	Cross reference to all the housing options outlined in the regulation 25 assessment.		H1							
Community Facilities	SC1	SC2	CF1	AT1	CE1 and CE1a	CE1b	CE3		AT1	
Urban Renaissance	UR1	UR2	UR3	PR1	PR2	AT1	AT2	AT3	AT4	
Public Realm	PR1		PR2		CE1b		CE5			
Accessibility and Transport										
Focus employment and housing at accessible locations	SC1		H1		CE1		CE1a		CE1b	CE2
Prioritise sustainable transport within Centres and along key corridors.	AT1		AT2		AT3					

Improve sustainable transport within Centres and along key corridors.	AT1	AT2	AT3		
Creating people friendly street environments	PR1				
Manage or reduce car traffic and car parking in Centres where appropriate.	AT1	AT4			
Northern and Southern Transport Corridor	AT2	AT3			
Park and Ride	AT3				
Key pedestrian and Cycle Connections	AT2				
Natural Environment and Rural Communities	NE1	NE2	Reference to housing options assessment (option G) Regulation 25 assessment.		
Energy, Resources, Waste and Recycling	ER1				

Throughout the appraisal reference is made to the temporal extent which is measured with regard to the short, medium and long term effect. For the purpose of this appraisal the duration of these time frames reflects the content of the Draft East of England Plan and are;

> **Short Term   -**   This is regarded as present day to 2010.

> **Medium Term-**   Regarded as 2011-2015.

> **Longer Term -**   2016 – 2021.

The technical annex contains information on the entire SEA/SA assessment of the policies with no options and those with policy options.   The following information outlined in the Environmental Report is a summary of the main issues. The Environmental Report contains a summary of the assessment which is set out in two separate parts firstly those policies with no options, and secondly the policy options assessment. The summary of the performance for each policy and policy option is set out in terms of the overarching performance of the policy against all the SEA objectives (SEA 1 the overarching sustainability objective). The summary discussion illustrates a matrix which highlights the performance of the policy against the individual SEA objectives throughout time.   A discussion also follows which briefly outlines the overall impact of the policy and appropriate recommendations.

Policy with No Options Summary of the Appraisal

Appraising Plans Policy – SC1

SC1 – Sustainable Development Locations

Graph 23 – The Performance of Policy SC1 Against the Overarching SEA Objective

Policy SC1 - SEA Objective 1
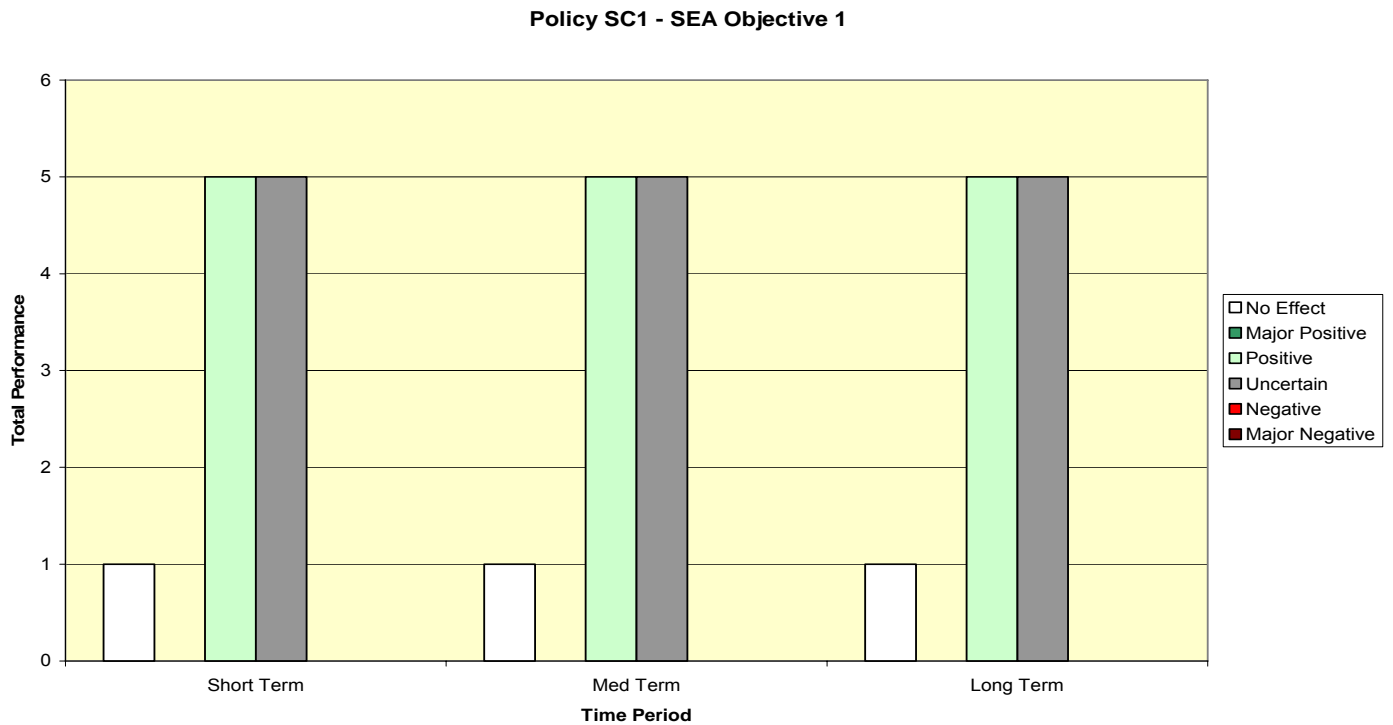
Graph 23 demonstrates that the impact of the adoption of SC1 in the short – long term is predominately positive and also there is a great degree of uncertainty. The assessment demonstrates that there are no clearly identifiable negative impacts from the adoption of this policy however the degree of uncertainty may be an issue that should be addressed.

Matrix 3 – The Performance of Policy SC1 Against the Overarching Policy Objective

Policy RAG Tables - Colchester Borough Council Core Strategy Regulation 26 Consultation

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
SC1 - Sustainable Development Locations				(grey)	(grey)	(grey)	(green)	(green)	(green)	(green)	(green)	(green)	(green)	(green)	(green)	(grey)	(grey)	(grey)

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
SC1 - Sustainable Development Locations	(grey)	(grey)	(grey)	(grey)	(grey)	(grey)	(grey)	(grey)	(grey)	(green)	(green)	(green)				(green)	(green)	(green)

Key - Impacts

No Effect	(white)
Major Positive	(dark green)
Positive	(light green)
Uncertain	(grey)
Negative	(red)
Major Negative	(dark red)

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Incidences of uncertainty surround SEA Objective 2 – creating safe environments, and SEA Objective 7 – sustainable transport and accessibility. Uncertainty arises from the policy's nature of attempting to address too many objectives of sustainability in a single policy. Where objectives are in general conformed to, a lack of detail is evident. The creation of safe environments from this policy would deride from area and detail specifics being highlighted and addressed. It is recognised however that such an issue is more appropriately addressed in policy UR2 of the Core Strategy and from the Allocations DPD.

The uncertainty from policy SC1 arises from a lack of detail mentioned of specific locations and employment creation by desired sector. Different sectors will create different demands on travel. And these will be needed to be provided either here or in the Allocations DPD. The general nature of this policy similarly explains the absence of any major positive predicted effects in this appraisal.

Where there is uncertainty on the effects that the policy will have on the objectives of biodiversity, education and cultural heritage; this is due to the fact that they are more suitably addressed in other policies within the Core Strategy, namely policies NE1, SC2 and UR3 respectively.

Appraising Plans Policy – CE1

CE1 – Centres Hierarchy

Graph 24 – The Performance of Policy CE1 Against the Overarching SEA Objective

Policy CE1 - SEA Objective 1
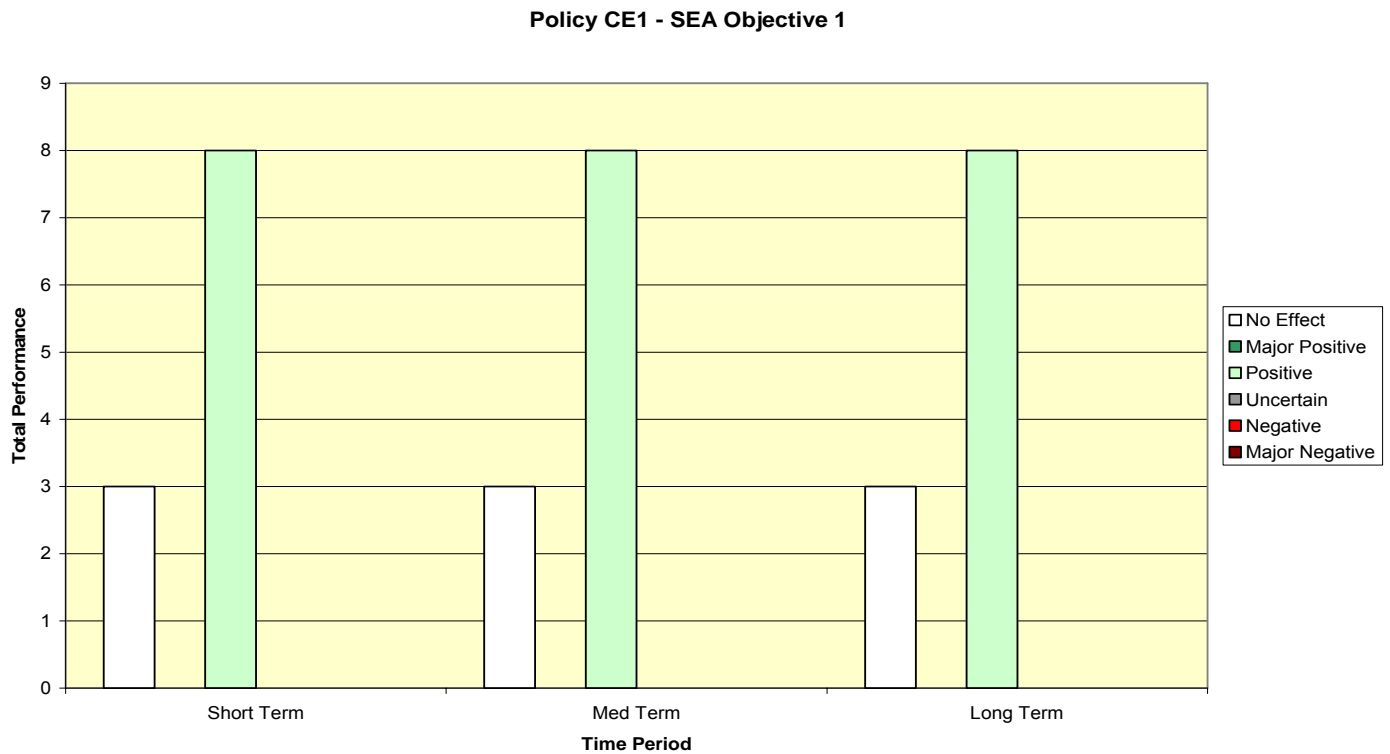
Graph 24 demonstrates that the impact of the adoption of CE1 in the short – long term is predominately positive and also there is a small degree of no effect. The assessment demonstrates that there are no clearly identifiable negative impacts from the adoption of this policy and the degree of no effect is a result of objectives being more appropriately addressed in other policies within the Core Strategy.

Matrix 4 – The Performance of Policy CE1 Against the Overarching Policy Objective

Policy RAG Tables - Colchester Borough Council Core Strategy Regulation 26 Consultation

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
CE1 - Centres Hierarchy & CE1a - Town Centres				Positive	Positive	Positive				Positive	Positive	Positive				Positive	Positive	Positive

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
CE1 - Centres Hierarchy & CE1a - Town Centres	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive				Positive	Positive	Positive

Key - Impacts

No Effect	
Major Positive	(green)
Positive	(light green)
Uncertain	(grey)
Negative	(red)
Major Negative	(dark red)

The assessment of policy CE1 concluded that the policy would have a relatively limited impact on the SEA objective of providing everybody with the opportunity to live in a decent home. The policy does highlight the importance of higher density development, although specifically within the urban gateways and town centre fringe. Higher density development does provide greater scope for ensuring the delivery of affordable homes, although it is important that when outlining the precise centres hierarchy to be adopted throughout the Borough, that the town centre facilitates and promotes residential development.

In achieving sustainable levels of prosperity and economic growth, it is similarly important that this policy aims to deliver residential development in the town centre. The promotion of mixed use and higher density development is deemed to contribute positively to the delivery of town centre vitality and viability.

This policy does not refer to water quality, the focus of the policy is on the type, scale and appropriate location for development to be accommodated within Colchester town centre and surrounding localities. However, evidence from the Environment Agency website demonstrates that the River Colne that runs through the centre of Colchester does have flood warnings. Therefore it is important that when designing and promoting development within the centre of Colchester appropriate consideration is given for flood defence measures

Recommendations

Overarching Recommendation;

It is concluded that overall CE1 should form part of the supporting text to justify CE1a. Furthermore the supporting text should be more detail cross referring to specific policies of relevance, e.g. the overarching design policy, sustainable construction policy, mixed-use policy, sustainable transportation policies etc… It is therefore concluded that as policy CE1a seeks to set out the centres hierarchy within the Borough of Colchester there is limited point in conducting a separate policy assessment.

It is recommended that this policy;

(1) It is recommended that this policy should cross referred to policies related to mixed use development and affordable housing.
(2) It is also recommended that Colchester town centre seeks to facilitate and promote mixed use development that includes residential development.
(3) It is recommended that the policy refers to directly to the Urban Place Supplement to enhance the delivery of quality residential units. In terms of sustainability it is recommended that the policy sets out the precise urban forms deemed appropriate is certain locations throughout Colchester town centre. With reference to the UPS it is appropriate that the following development are promoted in the urban hierarchies outlined;

- Town Centre – promote Compact Development, Sustainable Urban Extensions and Small Infills.
- Urban Gateways – Compact Development, Sustainable Urban Extension, Robust Urban Form and Small Infill.
- Town Centre Fringe – Sustainable Urban Extension, Robust Urban Form and Small Infill.

It is recommended that this policy;

(1) It is recommended that this policy should cross be cross referred to policies related to mixed use development and affordable housing.
(2) It is also recommended that Colchester town centre seeks to facilitate and promote mixed use development that includes residential development.

It is important that this policy cross refers to the overarching design policy which should seek to ensure that the design of urban areas takes into consideration the local context, such as impact on local water sources such as the River Colne. Similarly the policy should refer to NE1 which ensures flooding is taken into consideration.
The policy should also cross refer to a relevant policy within the Core Strategy that seeks to promote the utilisation of SUDS, or cross refers to the relevant chapter in the UPS which promotes SUDS.

Appraising Plans Policy – CE3

CE3 – Out-of-Centre Development

Graph 25 – The Performance of Policy CE3 Against the Overarching SEA Objective

Policy CE3 - SEA Objective 1
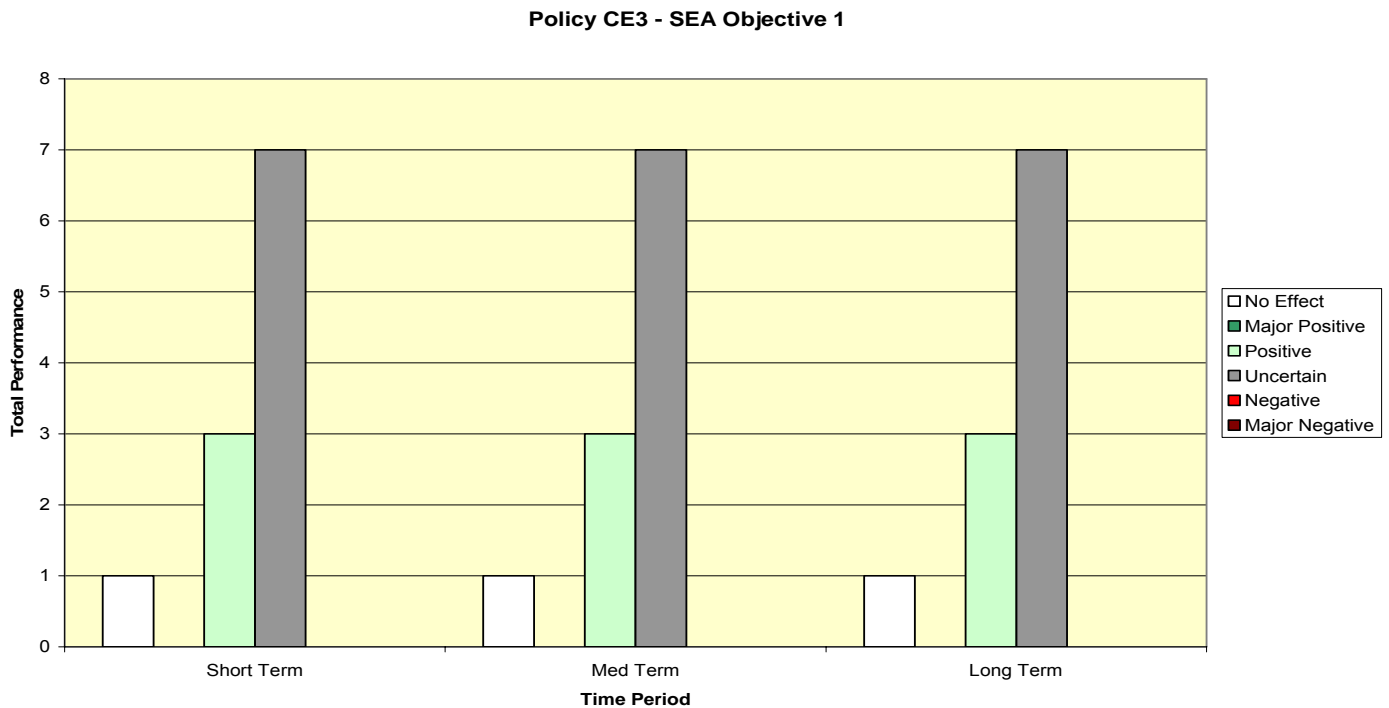
Graph 25 demonstrates that there is a large degree of uncertainty surrounding the performance of policy CE3 against the sustainability objectives relevant to this Core Strategy appraisal. Despite this there are to be no negative implications of sustainability in the adoption of this policy and a small degree of positive effect.

Matrix 5 – The Performance of Policy CE3 Against the Overarching Policy Objective

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
CE3 - Out-of-Centre Development	(No Effect)	(No Effect)	(No Effect)	(Uncertain)	(Uncertain)	(Uncertain)	(Positive)	(Positive)	(Positive)	(Positive)	(Positive)	(Positive)	(Uncertain)	(Uncertain)	(Uncertain)	(Uncertain)	(Uncertain)	(Uncertain)

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
CE3 - Out-of-Centre Development	(Positive)	(Positive)	(Positive)	(Uncertain)	(Uncertain)	(Uncertain)	(Uncertain)	(Uncertain)	(Uncertain)	(Uncertain)	(Uncertain)	(Uncertain)	(No Effect)	(No Effect)	(No Effect)	(Uncertain)	(Uncertain)	(Uncertain)

Key - Impacts

No Effect	(white)
Major Positive	(dark green)
Positive	(light green)
Uncertain	(grey)
Negative	(red)
Major Negative	(dark red)

The uncertainty that surrounds this policy's ability to create safe environments stems from the design specifics that are not mentioned within this policy but are suitably and relevantly addressed elsewhere in the Core Strategy.

The ability of this policy to achieve sustainable levels of prosperity and economic growth is also uncertain. In terms of addressing sustainability problems that are area specific to the Borough, policy CE3 should identify locations and types of employment generation to combat pockets of deprivation; some of the 10% most deprived areas in England are located within Colchester and also 5 Super Output Areas in the most deprived 20% in England. Similarly, scope should be made within policy to identify shortfalls in, and seek to provide a wide variety of jobs across all sectors.

Concerning the uncertainty surrounding biodiversity, policy CE3 does specify a preference for developing the town centre in order to protect greenfield land. Despite this, within new town centre developments, it is important to integrate biodiversity into the built environment. PPG6 states that in measuring the vitality and viability of a town centre, the state of its environmental quality is an important criterion; including trees, landscaping and open spaces.

The uncertainty of this option's ability to improve education and skills, maintain and enhance cultural heritage, reduce the contributions to climate change and improve water and air quality, are all addressed more adequately and relevantly elsewhere in the Core Strategy.

Appraising Plans Policy – CE4

CE4 – Protecting and Enhancing Employment

Graph 26 – The Performance of Policy CE4 Against the Overarching SEA Objective

Policy CE4 - SEA Objective 1
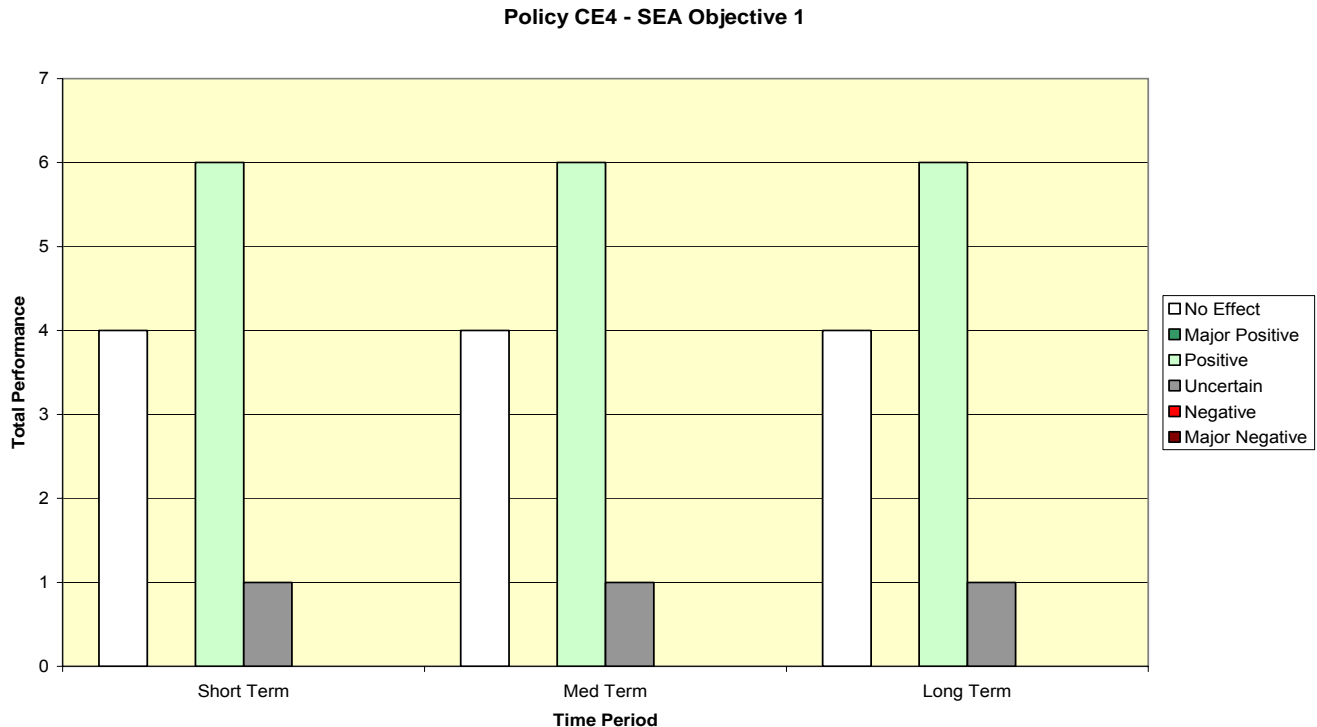
Graph 26 demonstrates that the impacts of this policy on the sustainability objectives highlighted for this appraisal are largely positive in the short, medium and long term. There is a degree of no effect, concerning objectives of creating safe environments, improving education, maintaining cultural heritage and assets and improving water quality, as a result of these being more adequately addressed elsewhere within the Core Strategy.

Matrix 6 – The Performance of Policy CE4 Against the Overarching Policy Objective

Policy RAG Tables - Colchester Borough Council Core Strategy Regulation 26 Consultation

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
CE4 - Protecting and Enhancing Employment							Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Uncertain	Uncertain	Uncertain

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
CE4 - Protecting and Enhancing Employment	Positive	Positive	Positive							Positive	Positive	Positive				Positive	Positive	Positive

Key - Impacts

No Effect	
Major Positive	(green)
Positive	(light green)
Uncertain	(grey)
Negative	(red)
Major Negative	(dark red)

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Policy CE4 has numerous positive impacts on sustainability as identified in the accompanying RAG table. Despite this, objectives of promoting town centre vitality and viability and achieving sustainable levels of prosperity and economic growth would be seen as major positives, if not for a level of vagueness evident within this policy. As a result of this, it can be recommended that the policy should therefore be more specific to ensure developers, planners and other policy users are aware of the precise nature, type, scale, and design of employment development appropriate within the Employment Centres and Zones. Furthermore the policy should be related directly to the strategic spatial vision outlined within the Core Strategy to ensure that policy outlined within the Core Strategy is specific to Colchester and related to the strategic objectives for the borough as a whole.

Further incidences of no effect can be predicted to arise concerning the objectives of creating safe environments, improving education, maintaining cultural heritage and assets and improving water quality, as a result of these being more adequately addressed elsewhere within the Core Strategy.

 Within this policy, there is uncertainty surrounding the policy's performance in relation to sustainability objective 6 – conserving and enhancing the biological and geological diversity of the environment as an integral part of social, environmental and economic development. Policy CE4 specifies that "The Council encourages economic diversity and business development to facilitate small and medium enterprises, particularly rural businesses." Where this is evident, there is scope for debate whether biodiversity and rural land should be protected from development or enhanced through it. This is discussed further in the Policy NE2 appraisal and its subsequent policy option. It can be seen that rural diversification through new employment development can regenerate rural economies in the form of tourism development, which can use the natural environment for employment and financial gain.

Appraising Plans Policy – CE5

CE5 – Mixed Use

Graph 27 – The Performance of Policy CE5 Against the Overarching SEA Objective

Policy CE5 - SEA Objective 1
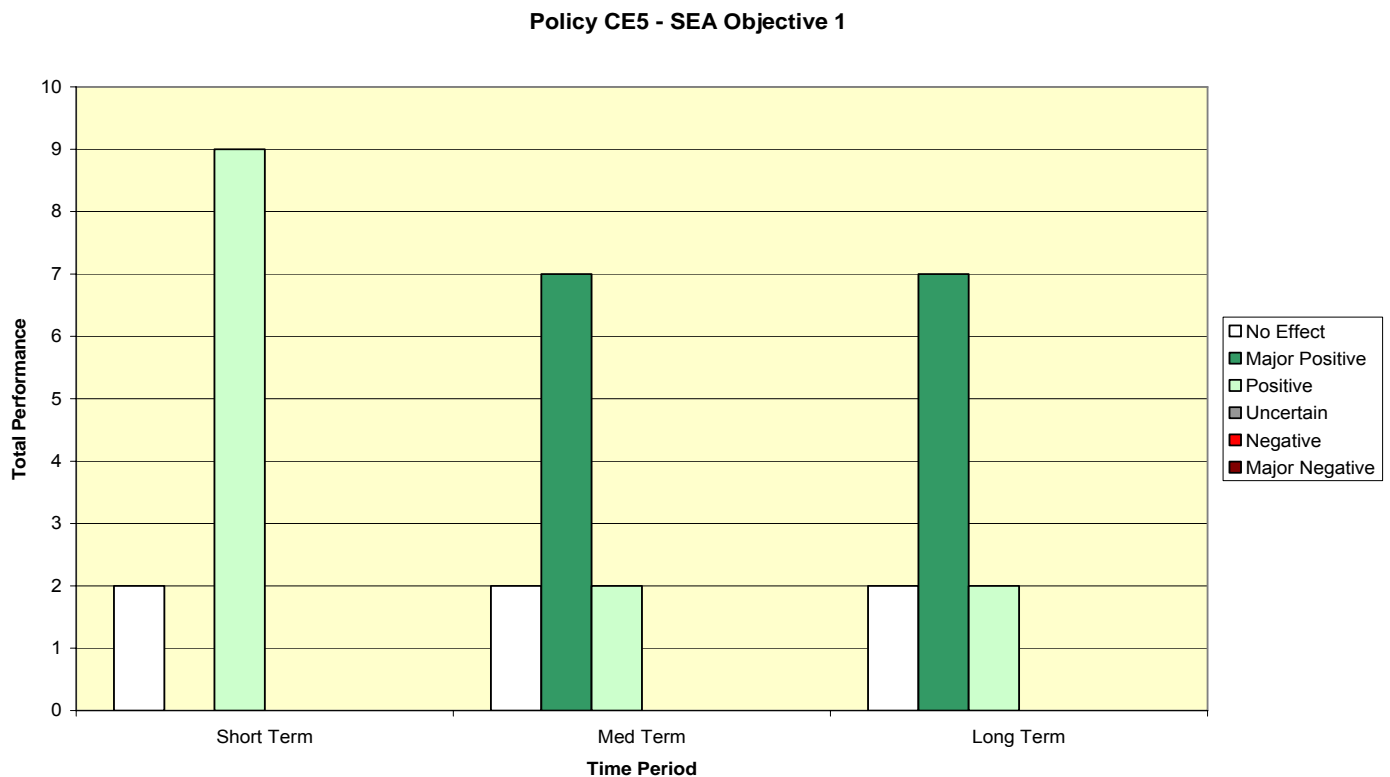
Graph 27 demonstrates that the adoption of this policy shall see large positive effects in the short term, becoming more established in the medium and long term with the presence of major positives. There is a small degree of no effect concerning some of the sustainability objectives and these will be explained in the RAG table accompanying text.

Matrix 7 – The Performance of Policy CE5 Against the Overarching Policy Objective

Policy RAG Tables - Colchester Borough Council Core Strategy Regulation 26 Consultation

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
CE5 - Mixed Use				Positive	Major Positive	Major Positive	Positive	Major Positive	Major Positive	Positive	Major Positive	Major Positive	Positive	Major Positive	Major Positive	Positive	Positive	Major Positive

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
CE5 - Mixed Use	Positive	Major Positive	Major Positive				Positive	Major Positive	Major Positive	Positive	Positive	Positive				Positive	Positive	Positive

Key - Impacts

No Effect	
Major Positive	
Positive	
Uncertain	
Negative	
Major Negative	

It can be seen that this policy will have a large amount of positive effects concerning sustainability. These effects will similarly become major positives in the medium and long term following town centre development and the adoption of the Area Action Plan.

There is a degree of no impact from this policy on the sustainability objective of improving the education and skills of the population within the Borough. This arises due to a lack of reference to educational facilities within this policy. It is important that mixed use development seeks to promote the appropriate integral development of educational facilities to enhance human resource development. However, it is noted that the precise location of educational facilities would be more appropriately addressed in other policies or the Town Centre Area Action Plan. Within the overarching design policy in the Core Strategy, further reference to integrating land uses and accessibility to educational and learning services and establishments.

Concerning the sustainability objective of improving water quality, there is a similar incidence of no effect from the adoption of this policy. This policy refers to mixed use development, which will have a relatively limited impact on the delivery of this SEA objective and is more appropriately addressed in policy NE1.

Appraising Policy   -   H2   -   Housing Diversity

Graph 28   -   Graph Illustrating the Performance of Policy H2 Against SEA 1

Policy H2 - SEA Onjective 1
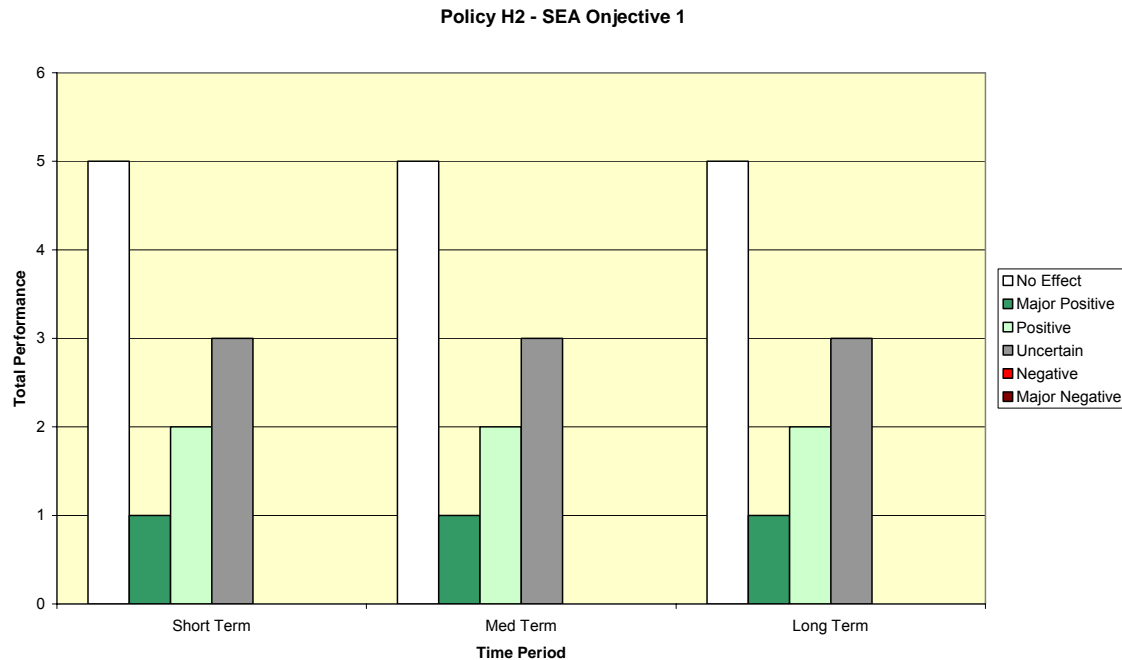
Graph 28 demonstrates this policy demonstrates that for 5 SEA objectives there will be no impact, there is also a fairly high degree of uncertainty, accompanied by positive (2) and major positive (1) impacts. It is concluded that the large amount of no impacts are because the policy is primarily related to the delivery of an appropriate range of housing types and tenures, Lifetime Homes and social inclusion. It is therefore anticipated that the vast majority of the SEA will not be addressed within the policy, but other policies within the Core Strategy should seek to address these issues more appropriately.

Matrix 8 Illustrates the Temporal Extent of the Impact of H2 on All the SEA Objectives

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
H2 - Housing Diversity				Positive	Positive	Positive	Major Positive	Major Positive	Major Positive				Positive	Positive	Positive			

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
H2 - Housing Diversity	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain										Uncertain	Uncertain	Uncertain

Key - Impacts

No Effect	
Major Positive	(green)
Positive	(light green)
Uncertain	(grey)
Negative	(red)
Major Negative	(dark red)

It is deemed from the assessment that the ultimate purpose of this policy is the delivery of housing tenures, types and Lifetime Homes that meet the local community needs. Therefore the SEA objective of greatest relevance to this policy is SEA 3 which seeks to ensure the provision of a decent home for everybody to live. The baseline evidence suggests that Colchester Borough Council displays a worrying trend regarding the Indices of Multiple Deprivation related to the Health and Disability domain for small areas, as it experiences a higher level of deprivation than other Essex districts. The health and disability domain takes into consideration those people that die prematurely or whose quality of life is impaired by poor health or who are disabled. It is therefore concluded that this policy shall contribute positively to the delivery of a decent home. The policy promotes the utilisation of the Lifetime Homes, which go further than building regulations in seeking to ensure that residential dwellings are designed that are sensible and adaptable for the existing and future needs of residents. The policy also seeks to ensure that Colchester Borough Council shall deliver a broad range of housing types and tenures. It fails to outline the particular types and tenures that shall be promoted in order to meet existing and future residential requirements.

The assessment demonstrated that there was a high degree of uncertainty this uncertainty is evident because essentially the policy is trying to address too many issues at once. The policy should be more specific relating to the delivery of a diversity of housing types and tenures and lifetime homes, reference to accessibility within the policy is not required as other policies within the Core Strategy more appropriately address this. The uncertainty therefore manifests itself because if the policy is seeking to address access it is too vague.

Recommendations

(1)   It is recommended that the policy outlines the proportion or quantity of housing required with regard to the tenure and type.

(2)   It is also recommended that as there are other policies within the Core Strategy that seek to address accessibility these are cross referred to and instead the policy is more focused on specific housing diversity issues.

Appraising Policy   -   UR2   -   Sustainable Urban Design

Graph 29   -   Graph Illustrating the Performance of Policy UR2 Against SEA 1

Policy UR2 - SEA Objective 1
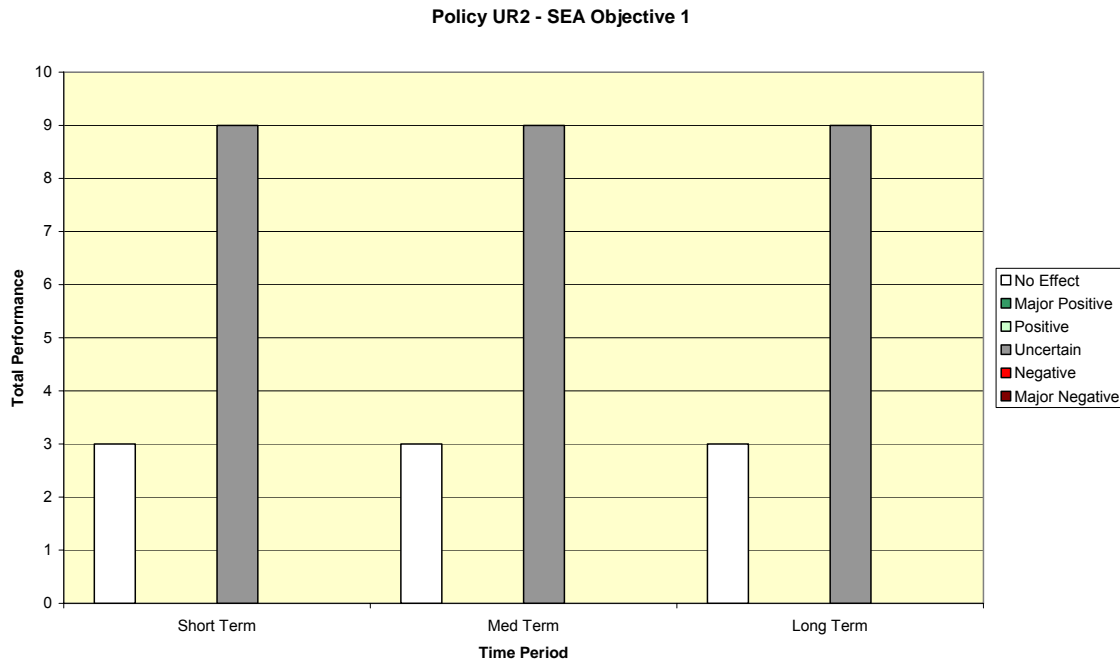
Policy UR2 is entitled sustainable urban design, the assessment demonstrated that there was large element of uncertainty with regard to the delivery of this policy in the short – long term. Furthermore the assessment highlighted that the remaining SEA objectives will not experience any impact from the introduction of the policy. Graph 29 demonstrates the temporal extent of the policy UR2 impact on each SEA objective.

Matrix 9 Illustrates the Temporal Extent of the Impact of UR2 on All the SEA Objectives

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
PR2 - Sustainable Urban Design				▓	▓	▓	▓	▓	▓	▓	▓	▓	▓	▓	▓	▓	▓	▓

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
PR2 - Sustainable Urban Design				▓	▓	▓	▓	▓	▓	▓	▓	▓	▓	▓	▓			

Key - Impacts

No Effect	
Major Positive	(green)
Positive	(light green)
Uncertain	(grey)
Negative	(red)
Major Negative	(dark red)

The assessment demonstrated that policy UR2 had a high degree of uncertainty regarding the impact upon a range of the SEA objectives. Furthermore the assessment has highlighted that the policy also resulted in no impact on certain SEA objectives, whist in some instances this may not be detrimental it is deemed that a sustainable urban design policy should seek to address all the SEA objectives to varying degrees.

An important outcome that may derived from the assessment is that policy UR2 is entitled 'sustainable urban design' this policy is the only design policy within the Core Strategy, and it is deemed that the design guidance should be appropriate and applicable to rural areas.

The principle factor contributing to the uncertainty in the delivery of this policy is because the policy is vague. It is deemed appropriate that the overarching design policy within the Core Strategy sets out some key principles that aid in enhancing the clarity and the delivery of the policy. In the assessment these principles were outlined individually to relate to the SEA objective, however there are recurrent themes in the issues and appropriate recommendations posed.

Recommendations

(1)   It is recommended that the clarity in the delivery of the policy would be enhanced by setting out principles in a clearer manner to enable policy users to understand what is expected of development and design throughout the Borough of Colchester. It is recommended that these principles should be derived from best practice set out by the ODPM (Now DCLG) and CABE. The design principles may include reference to;

     a. **Accessibility, movement and legibility –** Places with well designed routes, spaces and entrances that provide convenient movement without compromising safety. Promoting places that are accessible by a choice mode of transportation and suitable for disabled persons.

     b.   **Character, quality and continuity –** Development that contributes to a strong relationship with the surrounding areas (natural and built environment), services and facilities.

c. **Diversity and Activity –** Development that contributes to the vitality and viability of the locality by providing, adding and supporting a mix of complementary uses or developments. Places that ensure the delivery of appropriate human activity appropriate to the location.

d. **Management and maintenance –** Development that is designed with management and maintenance in mind to discourage crime in the present and future.

e. **Surveillance –** Development that ensures publicly accessible spaces are overlooked.

(2)   The policy refers to 'current legislative requirements' this is deemed inappropriate and therefore it is recommended that the policy sets out the precise legislation deemed appropriate to ensure clarity in the policy delivery.

Appraising Policy   -   PR1   -   People-Friendly Streets

Graph 30 Illustrating the Performance of Policy PR1 Against SEA 1

Policy PR1 - SEA Objective 1
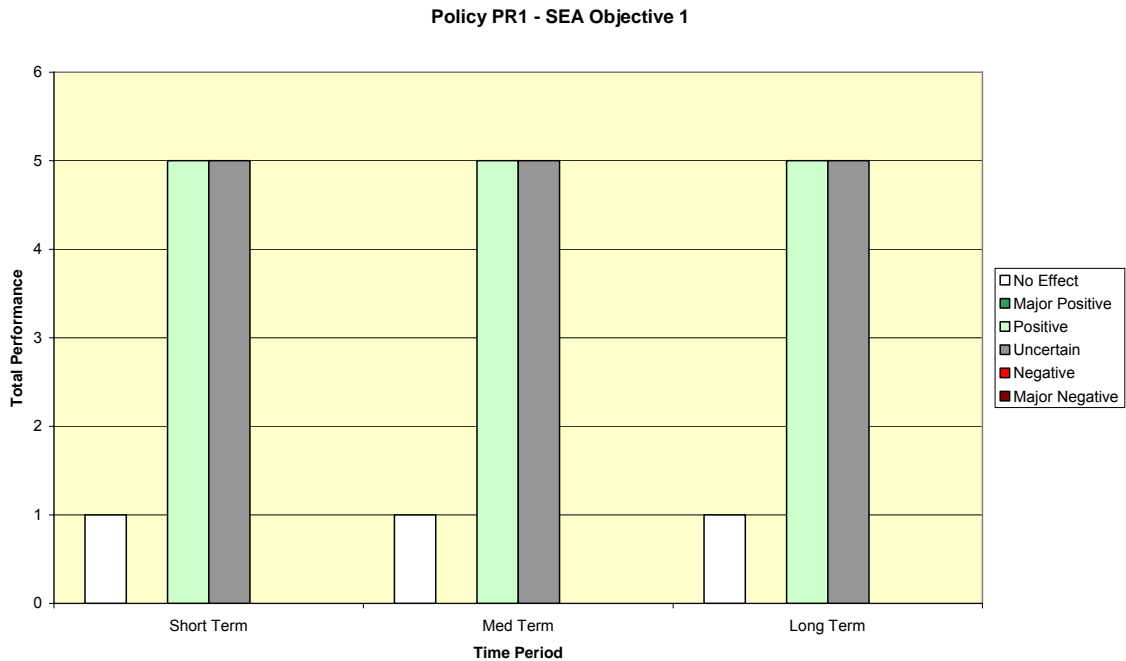
Policy PR1 primarily seeks to promote more sustainable transportation modes, particularly walking and cycling in streets. The policy also aims to ensure the delivery of a high quality streetscape that ensures people are safe by implementing traffic calming measures and an attractive public realm. Graph 30 illustrates the overall performance of the policy against all the SEA objectives and demonstrates that there is a high degree of positive impacts in the short-long term, and a large amount of uncertainty in the short-long term.

Matrix 10 Illustrates the Temporal Extent of the Impact of PR1 on All the SEA Objectives

Policy RAG Tables - Colchester Borough Council Core Strategy Regulation 26 Consultation

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
PR1 - People Friendly Streets	No Effect	No Effect	No Effect	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Positive	Positive	Positive	Uncertain	Uncertain	Uncertain	Positive	Positive	Positive

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
PR1 - People Friendly Streets	Positive	Positive	Positive	No Effect	No Effect	No Effect	Uncertain	Uncertain	Uncertain	Positive	Positive	Positive	Uncertain	Uncertain	Uncertain	Positive	Positive	Positive

Key - Impacts

No Effect	(white)
Major Positive	(green)
Positive	(light green)
Uncertain	(grey)
Negative	(red)
Major Negative	(dark red)

There is a high degree of uncertainty regarding the delivery of this policy, this is because the policy is vague and lacks specific emphasis to some issues that are deemed appropriate for it to address. The creation of a safe environment is clearly an important consideration with regard to the delivery of people-friendly streets. The 'Living Streets' campaign (www.livingstreets.org.uk) states that "a good streetscape will offer direct connections and crossings that are convenient and easy to use. It should be well lit, feel safe and make it easy for users to find and follow a route". The policy does refer to the need for traffic calming measures to ensure pedestrian safety in terms of hazards, however it is important that designing out crime initiatives are integrated into the development of a high quality streetscape.

Policy PR1 is consistent with Planning Policy Guidance 13 – Transport, which states that *"in preparing their development plans, local authorities should give particular emphasis to accessibility in identifying the preferred areas and sites where such land uses should be located"* (ODPM, 2001, Para 19). However, walking and cycling is more appropriately considered in policy AT2 and similarly public transport in policy AT3; policy PR1 is more concerned with the idea of implementing measures to enhance the public realm and make the town centre a more attractive and safe place for the pedestrian. However, where policies AT2 and AT3 highlight specific routes and areas with achievable and realistic improvements, policy PR1 is devoid of area specific improvements that are required of the town centre.

Policy PR1 is entitled 'People-Friendly Streets' it is concluded that the policy has overlooked ensuring the delivery of an inclusive street environment. The policy lacks information regarding making the public realm more inclusive for disabled persons to facilitate access and movement for all members of society. Although planning applications shall now be accompanied by Design and Access statement it is deemed appropriate that this policy provides some guidance as to the expectations required to ensure disabled access is appropriately considered within the streetscape.

Policy PR1, in improving the street environment, identifies the need to develop new pavements, traffic calming measures, footpath widening, street trees, improved pedestrian crossings and furniture and artworks throughout the Borough and more

specifically, within the town centre. It is important though that these landscaping features are sympathetic to local characteristics in their design especially as the Borough of Colchester has a wealth of built and natural environmental heritage. For instance the baseline data shows us that Colchester contains 21 Conservation Areas and 4 Areas designated of Special Character; the latter are not of Conservation Area status but have a particular character which is desirable to maintain regardless. Colchester also contains 1557 listed buildings (as of 14th November 2005) and specific to the Town Centre, Castle Park is a registered Park of Special Historic Interest. The Borough of Colchester has a significant archaeological resource, with particular emphasis within the Town Centre, including Sheepen Road within the northern part of Colchester and Gosbecks Road in the south west.

Recommendations

(1)   It is recommended that reference to designing out crime initiatives in the delivery of People Friendly Streets is included within the policy.

(2)   It is recommended that policy also contains reference to area specific streetscape improvements.

(3)   The policy should seek to ensure inclusive streets throughout the Borough of Colchester, therefore disable access and movement should be appropriately addressed.

(4)   It is recommended that the policy emphasises that landscape features are sympathetic to local characteristics.

Appraising Policy   -   PR2   -   Open Space

Graph 31 Illustrating the Performance of Policy PR2 Against SEA 1

Policy PR2 - SEA Objective 1
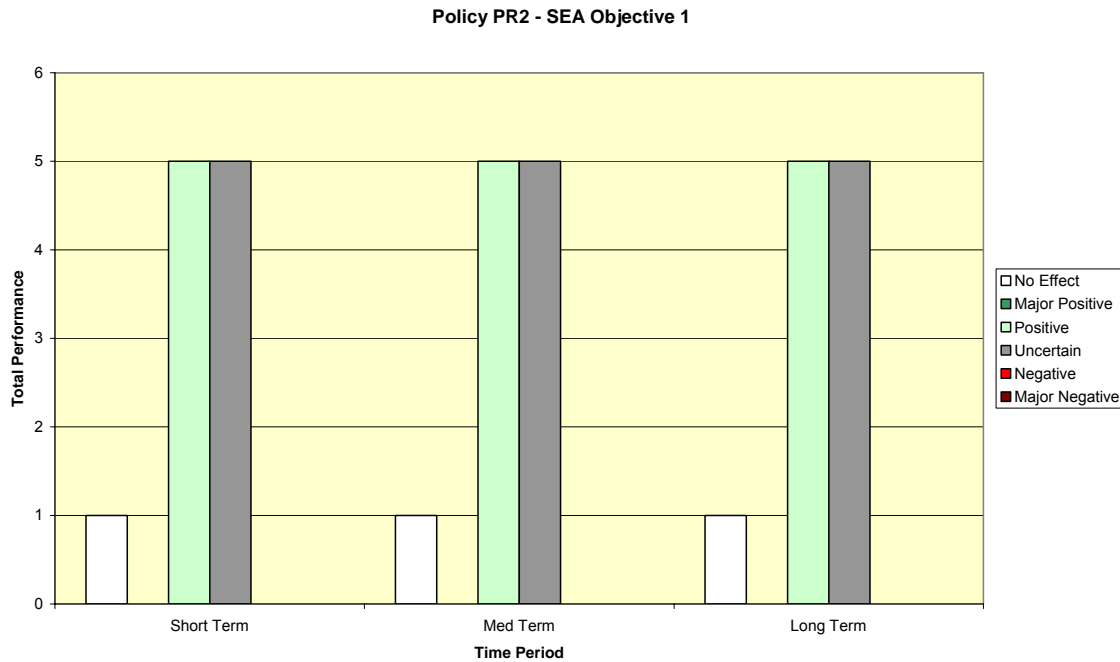
Graph 31 demonstrates that policy PR2 has a high degree of uncertainty and positive attributes to the SEA objectives in the short-long term.   Matrix X demonstrates the precise performance of the policy against each SEA objective.

Matrix 11 Illustrates the Temporal Extent of the Impact of PR2 on All the SEA Objectives

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
PR2 - Open Space				(Positive)	(Positive)	(Positive)	(Positive)	(Positive)	(Positive)	(Positive)	(Positive)	(Positive)	(Uncertain)	(Uncertain)	(Uncertain)	(Uncertain)	(Uncertain)	(Uncertain)

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
PR2 - Open Space	(Uncertain)	(Uncertain)	(Uncertain)				(Uncertain)	(Uncertain)	(Uncertain)	(Positive)	(Positive)	(Positive)	(Uncertain)	(Uncertain)	(Uncertain)	(Positive)	(Positive)	(Positive)

Key - Impacts

No Effect	(white)
Major Positive	(green)
Positive	(light green)
Uncertain	(grey)
Negative	(red)
Major Negative	(dark red)

Graph 31and matrix 11 demonstrates that there is a high degree of uncertainty surrounding the delivery of this policy in the short – long term. The assessment identified that there is a recurrent issue with the current policy that has attributed to the high degree of uncertainty and limiting the ability of the policy to deliver major positive in the short-long term. The assessment concluded that an important issue that should addressed within an Open Space policy is ensuring that open space provision is proportionate to identified local community needs. It is concluded that to aid in the delivery and monitoring of this policy that the policy is more specific to local circumstances and needs by setting out the precise locations where there is a deficiency or over supply of open space and a need to address provision within certain areas throughout the Borough of Colchester.

A further issue with PR2 is that the policy fails to recognise the important role that open space can perform with regard to biodiversity and the natural environment. DETR and CABE emphasise the importance of the natural environment as they have stated "natural features can help give shape to a development between new development and its environment" (DETR and CABE, 2000). It is therefore important that the policy seeks to promote open space of a high biological value that may equally contribute to the local community's leisure and recreational space.

PR2 acknowledges that in different locations there are variations in the need and type of open space that may be facilitated. The baseline evidence highlighted that the Borough of Colchester contains a range of cultural heritage and assets including 1557 listed buildings, 21 Conservations Areas, archaeological resource and sites of historic interests including Castle Park, Wivenhoe Park and the gardens at Layer Marney Tower which are registered parks and gardens. The policy fails to emphasise the importance of ensuring the delivery of quality open space that is in keeping and sympathetic to the local design.

Recommendation –

(1)   It is recommended that the policy refers more directly to the Provision of Open Space, Sport and Recreational Facilities Supplementary Planning Document by setting out areas where there is an identified deficiency in open space provision. Furthermore open space provisions should be linked to community need to ensure that deficiencies are addressed and there is not an oversupply of open space.

(2)   It is recommended that the policy acknowledges the role open space can contribute to the natural environment and recreation and leisure.

(3)   It is recommended emphasises the importance of ensuring the delivery of quality open space that is in keeping and sympathetic to the local design.

Appraising Policy - AT3 - Public Transport

Graph 32 Illustrating the Performance of Policy AT3 Against SEA 1

Policy AT3 - SEA Objective 1
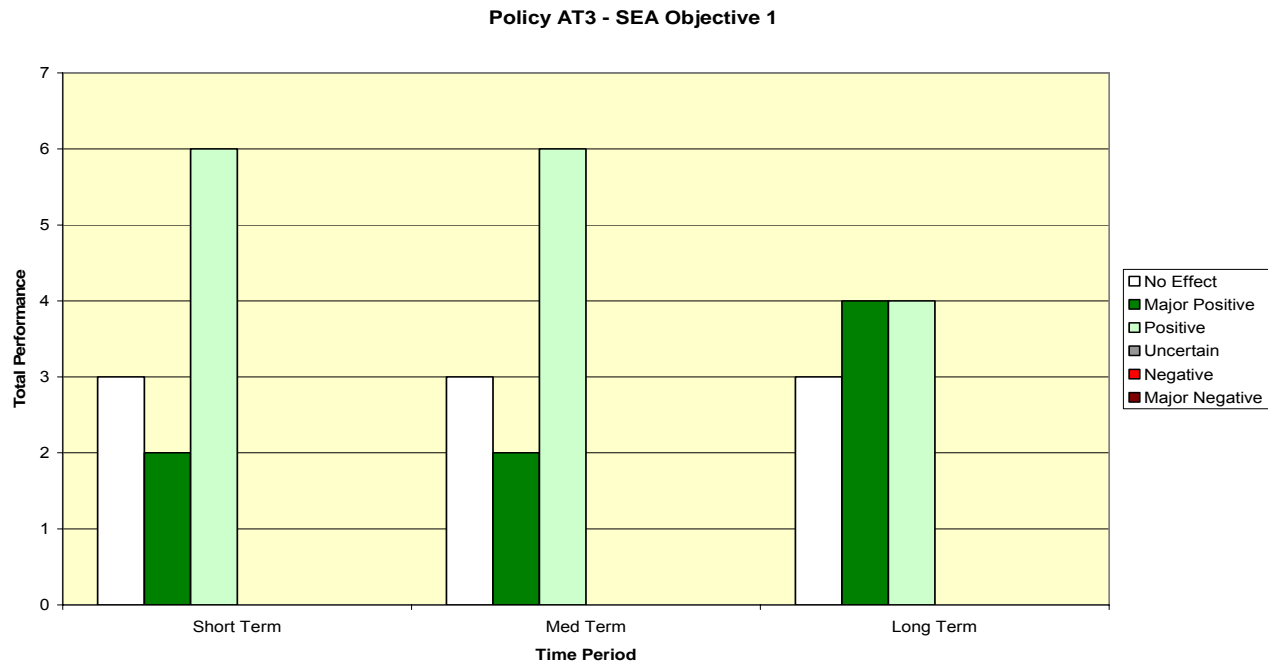
Graph 32 demonstrates that there is a large degree of positive and major positive impacts on the identified sustainability objectives that would arise from the adoption of policy AT3. It can be seen that these effects will increase in the long term. There is a degree of no effect within this policy on certain objectives regarding the conservation and enhancement of biological and geological diversity of the environment as an integral part of social, environmental and economic development, the maintenance and enhancement of cultural heritage and assets within the Borough and the improvement of water quality. It was deemed that these objectives were more appropriately addressed in other policies elsewhere within the Core Strategy.

Matrix 12 Illustrates the Temporal Extent of the Impact of AT3 on All the SEA Objectives

Policy RAG Tables - Colchester Borough Council Core Strategy Regulation 26 Consultation

Policy	SEA Objective 1			SEA Objective 2			SEA Objective 3			SEA Objective 4			SEA Objective 5			SEA Objective 6		
	Performance - Temporal Extent			Performance - Temporal Extent			Performance - Temporal Extent			Performance - Temporal Extent			Performance - Temporal Extent			Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
AT3 - Public Transport	No Effect	No Effect	No Effect	Positive	Positive	Positive	Major Positive	Major Positive	Major Positive	Positive	Positive	Major Positive	Positive	Positive	Major Positive	No Effect	No Effect	No Effect

Policy	SEA Objective 7			SEA Objective 8			SEA Objective 9			SEA Objective 10			SEA Objective 11			SEA Objective 12		
	Performance - Temporal Extent			Performance - Temporal Extent			Performance - Temporal Extent			Performance - Temporal Extent			Performance - Temporal Extent			Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
AT3 - Public Transport	Major Positive	Major Positive	Major Positive	Positive	Positive	Positive	No Effect	No Effect	No Effect	Positive	Positive	Positive	No Effect	No Effect	No Effect	Positive	Positive	Positive

Key - Impacts

No Effect	(white)
Major Positive	(dark green)
Positive	(light green)
Uncertain	(grey)
Negative	(red)
Major Negative	(dark red)

Policy AT3 – Public Transport performs well in the sustainability appraisal with no anticipated negative or uncertain impacts that would arise from its adoption. There would be a degree of no impact on the sustainability objectives of the conservation and enhancement of biological and geological diversity of the environment as an integral part of social, environmental and economic development, the maintenance and enhancement of cultural heritage and assets within the Borough and the improvement of water quality. This is due to their being no or only a small amount of consequence between public transport and these objectives.

From this policy's sustainability performance regarding objectives four and five, it can be seen that the impacts on the promotion of town centre vitality and viability and the achievement of sustainable levels of prosperity and economic growth, will have positive effects in the short and medium term; increasing to major positives in the long term. This is due to projected increases in the performance of town centres economically as a result of this policy's ability to deliver better accessibility and environmental quality. Increased pedestrian footfalls in the Town Centre will lead to an increase in revenues of town centre uses and facilities. The long term effects of this will lead to a larger range of services being available to residents and visitors.

Policy Options Appraisal Summary

Appraising Alternatives   -   SC2   -   Supporting Communities with Infrastructure and Facilities

Graph 33 Illustrating the Performance of Policy SC2 Against SEA 1

Graph Illustrating the Performance of SC2 Policy Options Against the Overarching SEA objective
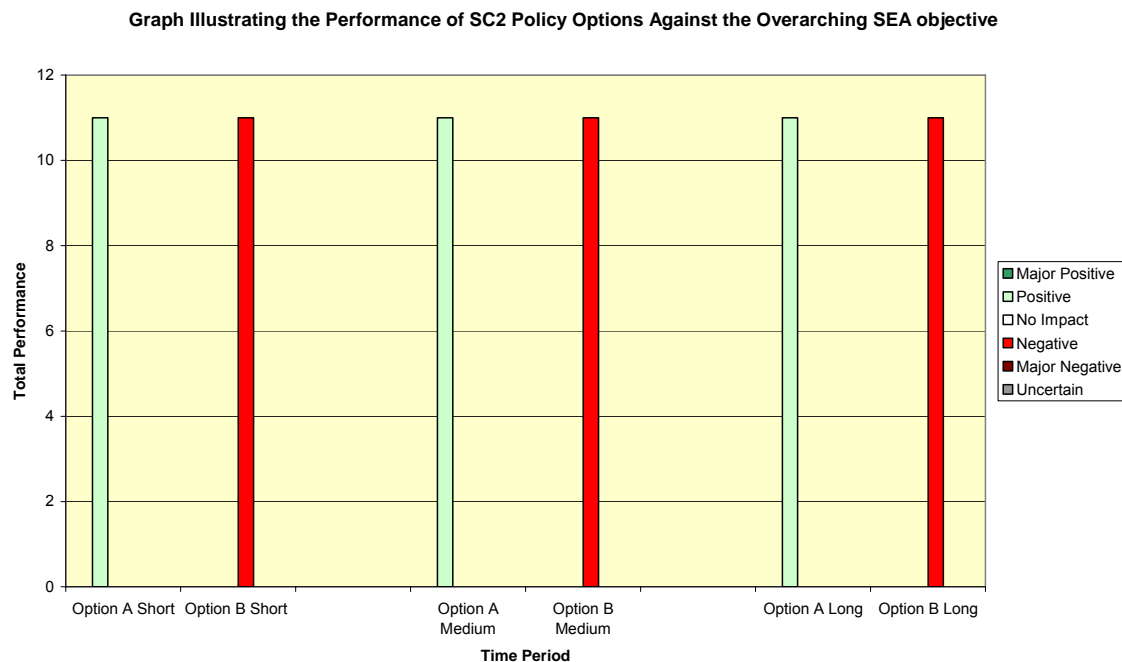
Graph 33 illustrates that there is a variation in the outcome of policy delivery related to planning obligations which is dependent upon the policy adopted. Clearly policy A contributes positively in the short – long term with regard to the delivery of sustainable development as the conclusions from the assessment demonstrated that the policy contributed positively to each SEA objective in the short-long term. In contrast the SEA assessment concluded that policy option B is anticipated to contribute negatively to all SEA objectives and therefore negatively to the overarching sustainability objective SEA 1.

The degree to which policy option A contributes positively to the delivery of the SEA objectives in the short-long term is because the policy does not provide guidance on the

purpose, delivery and use of planning obligations throughout the Borough of Colchester. The delivery of the policy is also limited because it fails to promote the utilisation of maintenance payments which would ensure consistency with guidance outlined by DCLG. The scope of guidance that one policy can provide relating to planning obligations is questioned, as guidance from DCLG and the Audit Commission recommend that local authorities outline more detailed guidance regarding planning obligations within a Supplementary Planning Document.

The SEA assessment highlighted that the adoption of this policy would result in the continued use of the site-by-site approach. The policy highlights the negative implications of such a policy which demonstrates that the adoption of this policy will fail to ensure that local needs and impacts of the new development are appropriately addressed, therefore it is concluded that this policy shall contribute negatively to the delivery of this objective.

Recommendations –

Option A

(1) It is recommended that although the Core Strategy will contain high level planning obligations policy guidance that an SPD is adopted by Colchester Borough Council to provide clarity and expand upon the principles set out in the high level planning obligations policy.
(2) It is recommended that the policy also seeks to promote the utilisation of maintenance payments where appropriate.

Option B

(1) It is recommended that although the Core Strategy will contain high level planning obligations policy guidance that an SPD is adopted by Colchester Borough Council to provide clarity and expand upon the principles set out in the high level planning obligations policy.

Appraising Alternatives   -   CE1b -   Neighbourhood Centres

Graph 34 Illustrating the Performance of CE1b against all the SEA Objectives
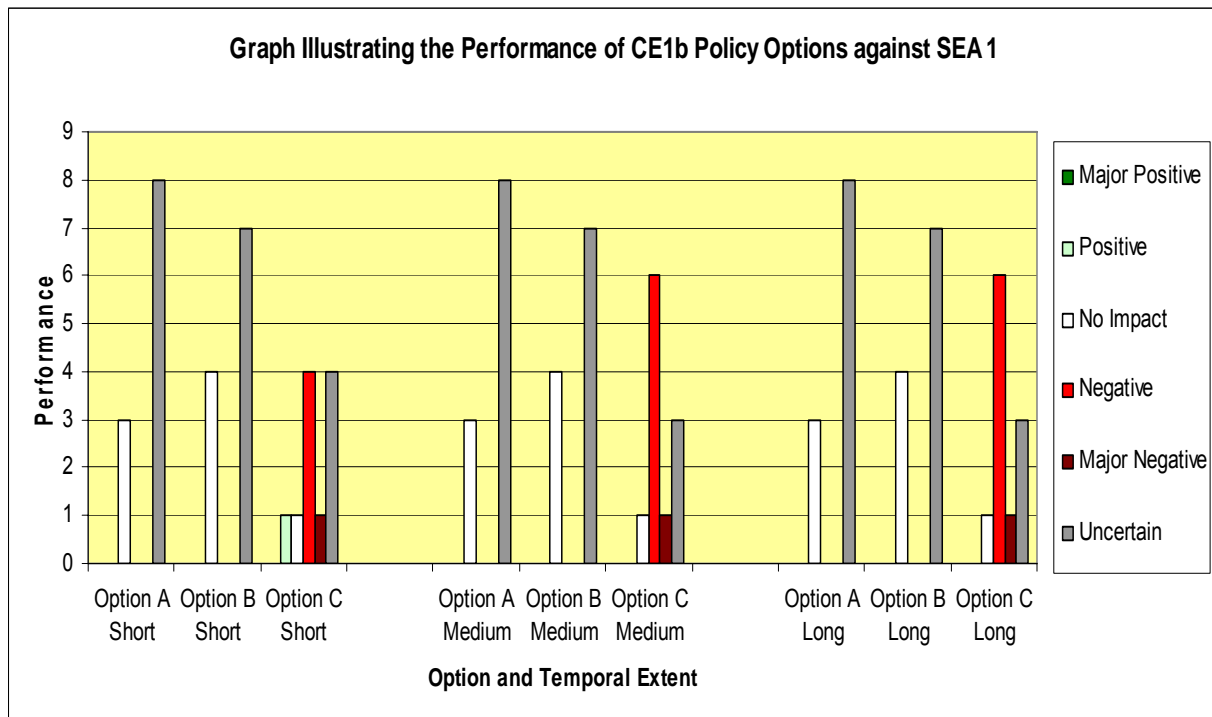
Policy CE1b and the associated options aim to establish the spatial distribution and requirements of neighbourhood centres throughout the Borough of Colchester. In order to assess this policy and the associated options a series of assumptions were established relating to the size of settlements outlined in each of the respective options. The precise details of the assumptions made in analysing this policy and the respective options are outlined within the technical annex of the SEA/SA. The overall results of the assessment demonstrates that for options A and B there is a high degree of uncertainty in determining the impact the policy will have upon each SEA objective in the short-long term. The assessment for option C demonstrated that there are a high proportion of negative and uncertain impacts upon the SEA objectives. Matrix X illustrates the impact the policy and associated option will have upon each SEA objective, and a brief summary of the principle impacts and recommendations for each policy is outlined in table X.

Matrix 13 Illustrates the Temporal Extent of the Impact of CE1b on All the SEA Objectives

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
CE1b - Option A	No Effect	No Effect	No Effect	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain
CE1b - Option B	No Effect	No Effect	No Effect	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain
CE1b - Option C	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect	Major Negative	Major Negative	Major Negative	Positive	Negative	Major Negative	Uncertain	Negative	Major Negative	Uncertain	Uncertain	Uncertain

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
CE1b - Option A	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	No Effect	No Effect	No Effect	Uncertain	Uncertain	Uncertain	No Effect	No Effect	No Effect	Uncertain	Uncertain	Uncertain
CE1b - Option B	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	No Effect	No Effect	No Effect	Uncertain	Uncertain	Uncertain	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect
CE1b - Option C	Negative	Negative	Major Negative	Negative	Negative	Negative	No Effect	No Effect	No Effect	Negative	Negative	Major Negative	No Effect	No Effect	No Effect	Negative	Negative	Major Negative

Key - Impacts

No Effect	(white)
Major Positive	(green)
Positive	(light green)
Uncertain	(grey)
Negative	(red)
Major Negative	(dark red)

Table Illustrating a Summary of the Issues Related to Option CE1b and the Recommendations

Option A	Option B
Option A aims to focus mixed-use development on a small number of moderate sized Neighbourhood Centres and support compact development within 400m of the mid point. The baseline evidence demonstrates that the Borough of Colchester experiences the greatest deprivation within small areas due to barriers to housing and services. The baseline evidence demonstrates that the wards throughout the Borough of Colchester experiencing a high degree of deprivation include; St Anne's, St Andrew's and Harbour wards. These wards are primarily located to the east of Colchester town centre. It is therefore concluded that the Core Strategy should aim to ensure that options related to the scale, size and location of neighbourhood centres aim to ensure that local community needs and future needs are appropriately addressed. The policy, option and supporting text do not clearly state whether the policy and associated option focus on urban/rural or both, therefore it is uncertain whether these wards in the central area of Colchester will contain adequate community facilities and services in neighbourhood centres to meet community needs. Similarly it is difficult to determine whether the local rural community will have improved access to community services, as the policy fails to state the precise location, to interpret whether a geographical bias is evident with regard to the location of neighbourhood centres. Evidence demonstrates that Colchester has two designated AQMA's at Mersea Road and Brook Street; seven junctions within Colchester have been identified as potentially significant due to congestion. The principle source of the air pollution is traffic, which also has a major impact on climatic change. It is therefore important that with regard to neighbourhood centre policy and options that it aims to promote	Option B aims to focus mixed use development on a larger number of small and moderate sized Neighbourhood Centres and support compact developments within 200m of the mid point. There is a high degree of uncertainty associated with this policy. The factors contributing to the uncertainty are similar to those outlined in option A. Of fundamental importance is that the policy and option lacks specific reference to the exact locations where Neighbourhood Centres shall be promoted it is difficult to identify whether the day to day needs of Colchester's populations shall be served. Although the option states that a larger number of smaller centres shall be the focus for Neighbourhood Centre investment the geographical spatial extent of the services and community infrastructure evident in the Neighbourhood Centres cannot be fully appreciated therefore the impact is uncertain. **Recommendation –** (1) It is recommended that when deciding on the location, scale and size of development appropriate in local centres, that the policy and option takes into account local community needs, and ensure that all members of the community have access to key services within neighbourhood centres/town centres. Furthermore that the distribution of neighbourhood centres seeks to optimise the use of existing sustainable transportation modes. (2) It is recommended that the policy contains specific information/guidance on the types of land uses anticipated within neighbourhood centres.

alternative modes of transportation to the private car and motorised transportation by locating neighbourhood centres that aim to optimise the use of sustainable transportation modes.

The clarity in the delivery of the policy is also restricted because the policy fails to adequately state the type, proportion and size of services and facilities to be provided in the neighbourhood centres.

The uncertainty in the impact of the policy and option A focuses mixed use development on a "small number of moderate sized Neighbourhood Centres" (CBC, Oct 2006). PPS6 states that "market towns and villages should be the main service centres in rural areas …. Local planning authorities should adopt policies that recognise this role and support development which enhances the vitality and viability of market towns and other rural service centres" (ODPM, 2001, 20). The policy focuses on moderately sized Neighbourhood centres, therefore fails to promote and facilitate services in larger areas such as West Mersea and those outlined in table CE1b, therefore it is failing to support the development of market towns throughout the Borough of Colchester.

The uncertainty in the delivery of the policy is also associated with the lack of specific information relating to the specific land uses anticipated within neighbourhood centres.

Recommendation –

(1) It is recommended that when deciding on the location, scale and size of development appropriate in local centres, that the policy and option takes into account local community needs, and ensure that all members of the community have access

to key services within neighbourhood centres/town centres. Furthermore that the distribution of neighbourhood centres seeks to optimise the use of existing sustainable transportation modes.

(2) It is recommended that the policy contains specific information/guidance on the types of land uses anticipated within neighbourhood centres.

Option C

The adoption of option C would facilitate lower development densities and scales in Neighbourhood Centres would be more consistent with the scale of established neighbourhoods and villages, but would reduce the viability of delivering new shops and services. Similarly to the concerns expressed in options A and B, there is an issues with the policy because it fails to outline the precise location of neighbourhood centres to interpret whether the anticipated spatial distribution shall benefit local community needs. Furthermore the policy fails to adequately highlight whether the policy and option is applicable within urban/rural or both.

The baseline evidence demonstrates that the Borough of Colchester experiences the greatest deprivation within small areas due to barriers to housing and services. The adoption of option C highlights that it is anticipated that the scale of Neighbourhood Centre provision would be inadequate to ensure that local day-to-day needs are met. It is also likely that a similar impact would be displayed in the more remote areas of the borough. The consequences from adoption of option C would be that the population of Colchester would need to travel to the main town centres for

their day to day needs, most notably Colchester. It is concluded in the short term this may enhance the economic vitality and viability of the town centres, it will impact negatively in the medium and longer term as local infrastructure particularly transportation and parking fail to meet needs resulting in rising social and environmental problems.

Appraising Alternatives   -   CE2   -   Employment Zones

Graph 34 Illustrating the Performance of CE2 against all the SEA Objectives

Graph Illustrating the Performance of CE2 Policy Options Against the Overarching SEA Objective
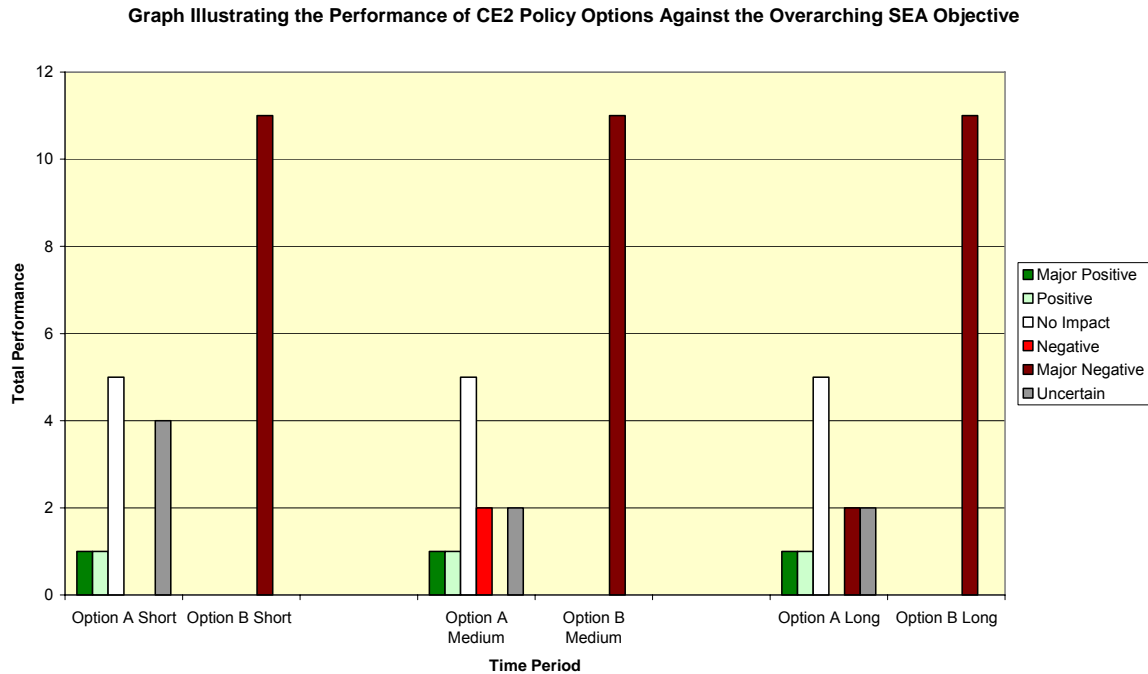
Policy CE2 relates to the employment zones their geographical distribution and the types of uses that are deemed appropriate in such areas. Graph X demonstrates the overall performance of the policy against all of the SEA objectives. The assessment concluded that option A had a high degree of no impact and uncertainty with regard to the anticipated impact of the policy upon the SEA objectives in the short – long term. There are some positive and major positive impacts associated with option A but clearly the adoption of this policy requires more clarity to ensure positive delivery of the policy. With regard to option B the alternative policy option there a high degree of major negative impacts that are associated with the introduction of this policy.

Matrix 14 Illustrates the Temporal Extent of the Impact of CE2 on All the SEA Objectives

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
CE2 - Option A				Uncertain	Uncertain	Uncertain				Positive	Positive	Positive	Major Positive	Major Positive	Major Positive			
CE2 - Option B				Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
CE2 - Option A	Uncertain	Uncertain	Uncertain							Uncertain	Negative	Major Negative				Uncertain	Negative	Major Negative
CE2 - Option B	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative

Key - Impacts

No Effect	
Major Positive	
Positive	
Uncertain	
Negative	
Major Negative	

Table Illustrating a Summary of the Issues Related to Option CE2 and the Recommendations

Option A	Option B
Policy option A aims accommodate industrial, manufacturing, warehousing and bulky goods developments should be located within Employment Zones, as they involve impacts such as air and noise pollution and vehicle traffic which are inappropriate for residential and centres. The policy does however highlight that in exceptional circumstances land uses normally associated within centres shall be accommodated. As this policy relates to employment zones it is deemed appropriate to provide an indication of how the policy shall impact on the promotion of town centre vitality and viability. PPS6 (ODPM, 2005) indicated that town centre vitality and viability shall be maintained by "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" (ODPM, 2005, 5). Policy option A primarily aims to ensure that employment zones are utilised appropriately and town centres uses such as retail and office uses are focused within existing centres therefore contributing positively in the short – long term to town centre vitality and viability. Latter policy provisions in option A facilitate retail and office development within employment zones in exceptional circumstances. The policy fails to set out what are exceptional circumstances and therefore it is a matter of judgement which therefore introduces uncertainty in the policies delivery. The policy does not explicitly refer to the promotion of sustainable transportation and accessibility to Employment Zones. The baseline evidence suggests that the Borough of Colchester has a marginally lower proportion of persons who travel to work by car at 61% compared to the East of England region and the national trend. The Borough of Colchester also displays a promising trend as there is a marginally higher proportion of the population that travel to work by public transportation compared to the regional trend. PPS1 and PPG13 demonstrate the importance of locating day to day facilities and services which should be near their customers within local centres. This policy aims to continue to promote town centres as a focal point for day to day facilities, however in exceptional circumstances the	Option B is the alternative policy which permits retail, office and leisure developments to locate in Employment Zones. These developments involve customers, visitors and high employment densities and therefore generate more travel needs than manufacturing or warehousing. The baseline evidence highlights that there is local concentrations of deprivation particularly associated with the housing and servicing domain. It is therefore concluded that facilitating development within sites that are predominately accessible by private car transportation would seek to further increase deprivation within the more disadvantaged parts of the borough as access to services would be dependent upon households private car provision. Furthermore this policy is contrary to national guidance such and PPS1, PPS6 and PPG13 which aim to ensure that day to day facilities and services for the local population are located within the most accessible locations and optimise the utilisation of sustainable transportation modes.

employment zones may be utilised for town centre uses. It is concluded that overall issues relating to the promotion of sustainable transportation modes, and accessibility are more appropriately addressed in policies outlined later in the Core Strategy. **Recommendation –** (1) It is recommended that the policy sets out what is deemed an exceptional circumstance to facilitate the determination of when town centre uses are deemed appropriate in an employment zone.	

**Policy Alternatives Assessment – H1 – Delivering Housing**

The Colchester Borough Council Core Strategy Regulation 25 set out a range of housing options that have undergone a rigorous SEA/SA. The Colchester Borough Council Core Strategy Regulation 26 consultation has sought to reiterate some of these options as possible options therefore the previous SEA/SA may be referred to determine the degree to which each option is deemed sustainable. With regard to the options that have been set out in the Colchester Borough Council Core Strategy Regulation 26 assessment cross reference to the following SEA policy assessment is recommended.

Regulation 26	SEA Assessment Reference
Option A	Option B (Reg 25)
Option B	Option H (Reg 25)
Option C	Option E (Reg 25)
Option D	See discussion outlined below.
Option E	Option G (Reg 25) Density issues are discussed in CE1b (Reg 26)

Option D – Option D promotes development on Greenfield land to the south of Colchester as it has reasonable proximity to the town centre and could be coordinated with the regeneration of the Garrison site. It is recommended that as option D relates to the promotion of development on Greenfield land that reference to the policy assessment of UR1 option B is referred too. Locating new residential development in close proximity to the Garrison south of Colchester this is likely to impact negatively upon sites of nature conservation importance as the Colchester Borough Council current Local Plan demonstrates in the map insert that the proposed housing site coincides with a site of nature conservation importance. Furthermore the baseline evidence demonstrates that depending

on the precise location of the proposed residential development there is likely to be conflict with sites of archaeological importance.

Appraising Alternatives   -   H3   -   Affordable Housing

Graph 35 Illustrating the Performance of H3 against all the SEA Objectives
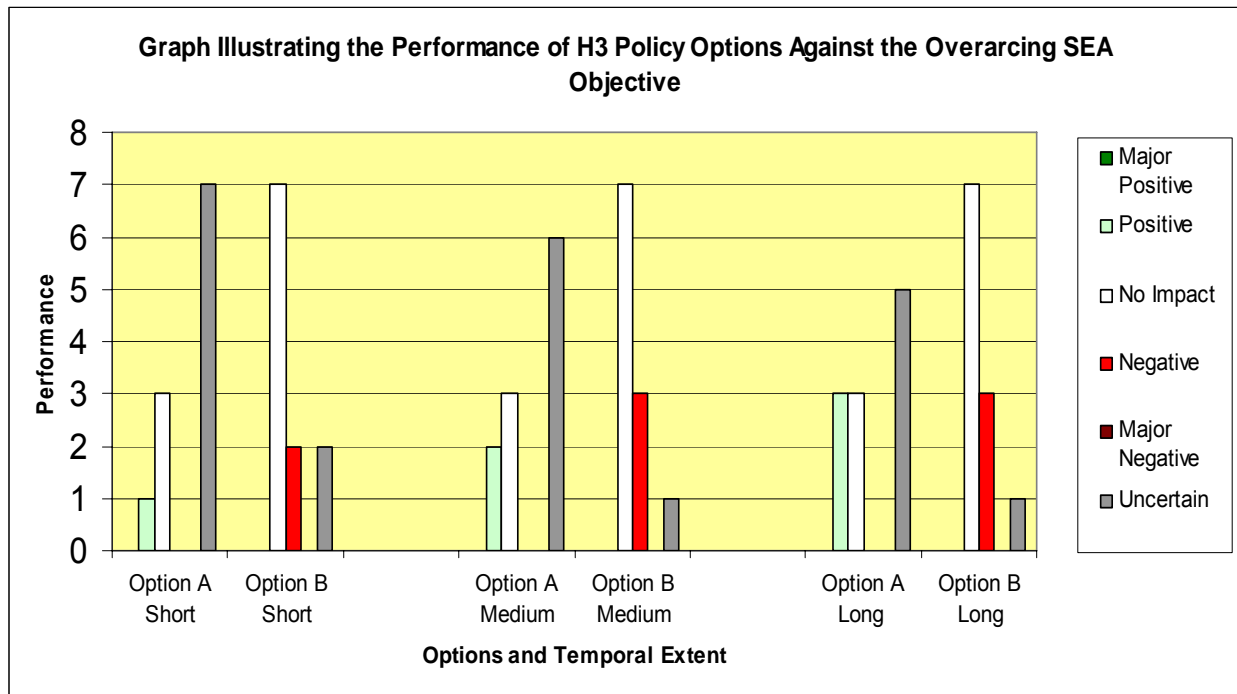
Graph 35 illustrates the performance of policy H3's options against all the SEA objectives. Option A sets out a prescriptive requirement for the delivery of affordable housing throughout the Borough of Colchester than option B. The assessment therefore concluded for option A in the short and medium term there is a high proportion of uncertainty upon the SEA objectives. Option A is also anticipated to experience increasingly positive impacts which marginally increase throughout time. The alternative option is option B which has a high degree of no impact throughout the short-long term. Furthermore the assessment concluded that option B experienced an increasingly negative impact throughout time.

Matrix 15 Illustrates the Temporal Extent of the Impact of H3 on All the SEA Objectives

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
H3 - Option A							Uncertain	Uncertain	Uncertain	Positive	Positive	Positive	Uncertain	Positive	Positive			
H3 - Option B							Negative	Negative	Negative	Uncertain	Uncertain	Uncertain	Uncertain	Negative	Negative			

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
H3 - Option A				Uncertain	Uncertain	Positive												
H3 - Option B				Negative	Negative	Negative												

Key - Impacts

No Effect	
Major Positive	(dark green)
Positive	(light green)
Uncertain	(grey)
Negative	(red)
Major Negative	(dark red)

Table Illustrating a Summary of the Issues Related to Option H3 and the Recommendations

Option A	Option B
Option A highlights that the Borough of Colchester shall require upwards of 30% of all new dwellings to be affordable throughout the Borough of Colchester. Evidence demonstrates that in 2002 the Borough of Colchester published the Housing Needs Assessment, which highlighted that the net shortfall of affordable housing for all accommodation sizes was 551 per annum to 2007. The report demonstrates that "the main shortfall is for one bedroom accommodation (280 per year) although the shortfall relative to the supply is greatest for four bedroom accommodation, where the shortfall means that only 21.1% of households needing this size would be able to secure suitable affordable housing" (CBC, 2002, 92). The Draft East of England Plan (EERA, 2004) highlighted the importance of ensuring that Local Development Documents aim to ensure the provision of an adequate supply of affordable housing consistent with need" (EERA, 2004, Policy H2). Similarly in 2005, the Commons Select Committee's inquiry into Affordability and Supply of Housing described how the planning system contributes to the provision of affordable housing which highlighted that local authorities conduct housing needs assessments which take into consideration demographics, household projections to analyse the need for affordable housing. Central Government demonstrate that evidence should then be utilised to plan for the appropriate provision of housing including affordable. This policy therefore aims to ensure the delivery of upwards of 30% of all new dwellings to be affordable. This therefore highlights that the Core Strategy recognises that the Borough of Colchester is experiencing a shortfall in affordable housing provision therefore the policy aims to ensure that the local community have appropriate access to a decent home. This policy is also consistent with EERA's recommendations.

Evidence from Essex County Council's SLA monitoring service highlights the proportion of affordable dwellings built as a proportion of the total residential units. The evidence demonstrates that the adoption of the new target will be vastly different to current affordable housing supply. In recent years affordable housing has represented a relatively minor proportion of the total residential units for instance 2002 affordable housing represented 8.8% of the total, 2003 – 8.13%, 2004 – | Similarly to the concerns expressed in option A, this policy fails to ensure that affordable housing shall be provided that meets the needs of persons identified in the Housing Needs Assessments completed by Colchester Borough Council. The policy fails to prescribe the quantity and type of affordable housing dwellings to be developed. Therefore there is a concern that the adopted of this policy will fail to ensure that the housing requirements of the existing and future communities within the Borough of Colchester are met.

The adoption of this policy has resulted in a degree of uncertainty this is primarily due to the more flexible approach adopted within the policy. The justification for the flexible approach highlights that the provision of affordable housing within certain locations may make it uneconomical to de-contaminate certain sites to facilitate residential development which may restrict regeneration of certain locations within the borough. Throughout Colchester the Brownfield land predominately accommodates the regeneration sites, and therefore the adoption of this policy may result in a lack of affordable housing within these areas. Therefore persons occupying affordable housing will be allocated residential units in less accessible locations.

In conclusion this flexibility permitted in this approach to affordable housing is anticipated to prevent the appropriate provision of affordable housing within areas of need and as an integral component of regeneration particularly within Colchester where the deprivation for housing and services is particularly profound in comparison to other areas. |

5.89%, 2005 – 1.56% and 2006 – 13.87%. It is therefore concluded that the impact of the current policy is uncertain, as the massive change in affordable housing provision that will be built in the Borough given the current trends is so vastly different. It is therefore concluded that to aid delivery of this target and enhance affordable housing supply that windfall sites should also be encouraged to include affordable residential dwellings.

The policy does however seek to contribute positively to town centre vitality and viability by focusing development within existing centres. Although other policies within the Core Strategy more specifically seek to address the spatial distribution of housing this policy promotes affordable housing within Colchester town, and larger centres throughout the borough of Colchester such as Tiptree and West Mersea.

Planning Policy Statement 1 – Delivering Sustainable Development (ODPM, 2005) demonstrates a link between the provision of affordable housing and sustainable economic growth. The guidance highlights that to promote a strong, stable and productive economy planning authorities should "ensure the provision of sufficient, good quality new homes (including an appropriate mix of housing and adequate levels of affordable housing) in suitable locations, whether through new development or the conversion of existing buildings. The policy fails to ensure the delivery of an appropriate mix of affordable housing to meet the identified needs of the local community not utilising the information outlined in the Colchester Borough Council Housing Needs Assessment.

Recommendation –

(1) It is recommended that as Colchester has an identified shortfall in affordable residential units and the current supply of affordable units is considerably less than the target outlined in the policy and anticipated at the regional level, Colchester should promote affordable housing on smaller sites such as windfall sites.
(2) It is recommended that the Borough of Colchester's local planning policy for affordable housing ensures that an appropriate mix of dwellings is delivered throughout the period of the plans adoption.

Appraising Alternatives   -   H4   -   Gypsies and Travellers

Graph 36 Illustrating the Performance of H4 against all the SEA Objectives

Graph Illustrating the Performance H4 Policy Options Against the Overarching SEA Objective 1
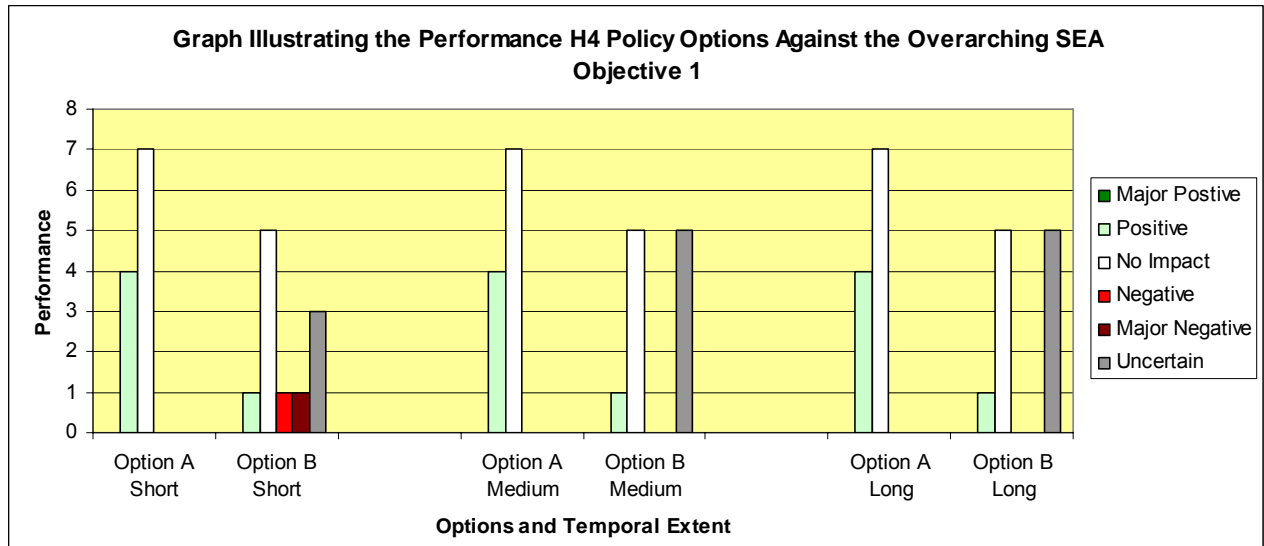
Colchester Borough Council has proposed two options for Gypsies and Traveller policies throughout the Borough of Colchester. Option A aims to ensure the delivery of a permanent gypsy and traveller site at Severalls Lane within Colchester, the transient gypsy and traveller requirements shall be met by facilitating appropriate sites within 'sustainable locations'. An alternative policy option (B) if adopted would delay any allocations of gypsy and traveller sites until the East of England Plan single review on the provision of gypsy and traveller sites which is anticipated in November 2008. Graph 36 demonstrates the overall performance of the policy against the SEA objectives in the short – long term. Graph 36 demonstrates that option A and B have a degree of no impact in the short-long term. Option A has a greater proportion of positive impacts in the short-long term, whilst option B has a smaller proportion of positive impacts and a high degree of uncertainty. The adoption of policy option B would also result in the delivery of negative and major negative impacts which would be prevalent in the short term.

Matrix 16 Illustrates the Temporal Extent of the Impact of H4 on All the SEA Objectives

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
Option A							Positive	Positive	Positive				Positive	Positive	Positive			
Option B							Major Negative	Uncertain	Uncertain				Negative	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
Option A	Positive	Positive	Positive	Positive	Positive	Positive												
Option B	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain												

Key - Impacts

No Effect	
Major Positive	(green)
Positive	(light green)
Uncertain	(grey)
Negative	(red)
Major Negative	(dark red)

Table Illustrating a Summary of the Issues Related to Option H4 and the Recommendations

Option A	Option B
Policy option A relates to the delivery of appropriate gypsy and traveller sites, and the provision of adequate sites to meet their needs is important to ensure the delivery of a decent home for all. This is demonstrated by a review conducted by Colchester Borough Council which highlighted that "gypsy and travelling communities are at risk of becoming homeless because of the shortage of places to site caravans and other mobile homes. The shortage is both national and global" (CBC, 2003, 371). The historical evidence suggests that a 16 pitch "residential caravan site opened at the Hythe in Colchester in 1980 and closed in 2002. … Essex County Council advised that there is a need for permanent pitches in Colchester to meet the wishes of those tenants who were relocated from the Hythe to return to Colchester. The Council also has to consider the needs of 'transient' or 'nomadic' travellers who may camp in the borough from time to time" (CBC, 2003, 372). In July 2003 a sub group recommended that an immediate development of a permanent replacement site be delivered. This policy therefore sets out that a permanent site for the gypsy and traveller community within the Borough of Colchester be developed and also facilitates further accommodation to meet gypsy and traveller needs. In terms of the precise locations for unidentified permanent sites, and proximity to services and facilities the policy does not seek to address this. Instead it is deemed appropriate that the Site Allocations DPD sets out sites deemed appropriate in terms of access to facilities. With regard to transient sites there is a lack of detailed information outlined in the policy which will aid in determining whether the site appropriate.	The discussion outlined in option A highlights that there is an identified need for permanent and transient gypsy and traveller sites throughout the Borough of Colchester. The adoption of option B implies that the Borough Council will not develop a permanent site or seek to meet the identified needs of the nomadic gypsy and traveller community until the publication of the gypsy and traveller sites review. Therefore particularly in the short term there is a failure of this policy seeking to meet gypsy and traveller needs. This approach is deemed unreasonable as PPS12 states that local planning authorities must develop monitoring systems to assess the effectiveness of local development documents. The annual monitoring report should assess whether policies within the Local Development Framework (Core Strategy in this case) need changing to reflect changes in national or regional policy. It is therefore concluded that the delay in adopting a gypsy and traveller policy will have a detrimental impact in the short term as there will be inadequate sites. In the medium and longer term the impact is uncertain as this is dependent upon the publication of the review and subsequent adoption of an appropriate policy.
In conclusion the inclusion of this policy within the Core Strategy shall contribute positively for the delivery of permanent gypsy and traveller sites, but there is a need to ensure the provisions within the policy ensure the appropriate delivery of transient sites. **Recommendation** (1) It is recommended that the policy seeks to ensure the more detailed information is given with regard to the expectations of a 'sustainable location' for a transient gypsy and traveller site.	

Appraising Policy Alternatives   -   CF1   -   Community Facilities

Graph 37 Illustrating the Performance of CF1 against all the SEA Objectives
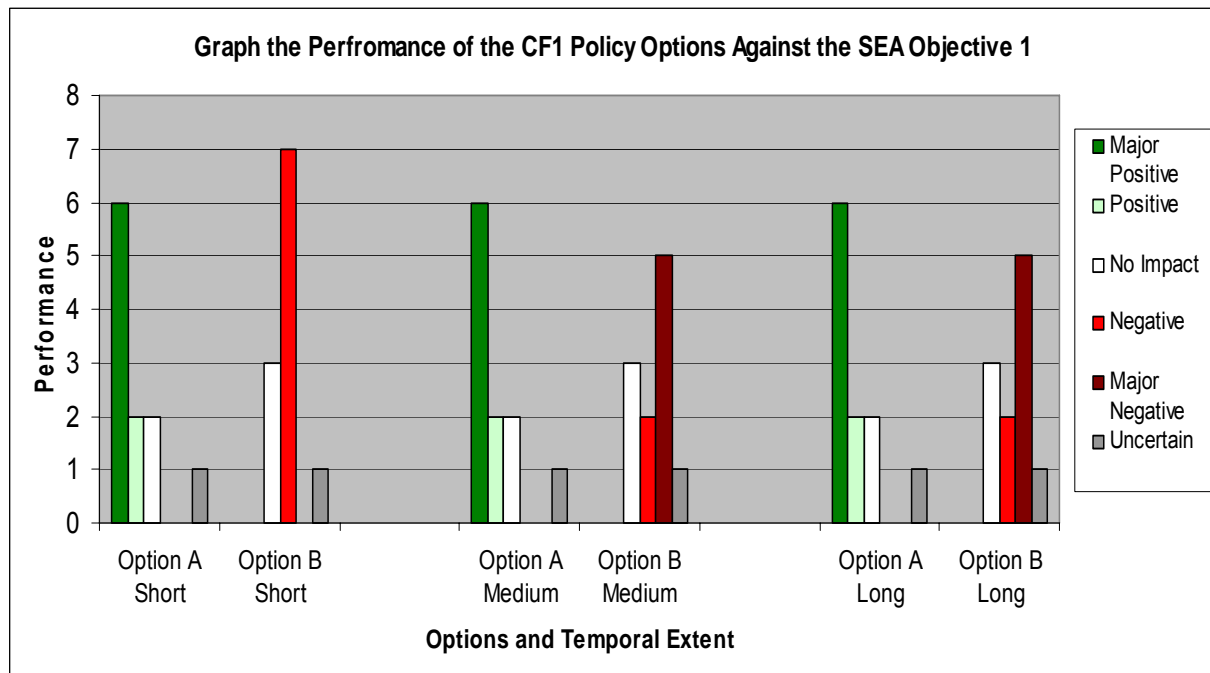
Policy CF1 has two options in the approach that Colchester Borough Council have concluded are feasible. Policy option A is likely to result in the delivery of a high proportion of major positive impacts on the SEA objectives, whilst in comparison the adoption of policy option B is likely to result in the delivery of increasingly negative impacts upon the SEA objectives throughout time.

Matrix 17 Illustrates the Temporal Extent of the Impact of CF1 on All the SEA Objectives

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
CF1 - Option A				Major Positive	Major Positive	Major Positive	Major Positive	Major Positive	Major Positive	Major Positive	Major Positive	Major Positive	Major Positive	Major Positive	Major Positive			
CF1 - Option B				Uncertain	Uncertain	Uncertain	Negative	Major Negative	Major Negative	Negative	Major Negative	Major Negative	Negative	Negative	Negative			

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
CF1 - Option A	Major Positive	Major Positive	Major Positive	Positive	Positive	Positive				Positive	Positive	Positive				Major Positive	Major Positive	Major Positive
CF1 - Option B	Negative	Major Negative	Major Negative	Negative	Major Negative	Major Negative				Negative	Negative	Negative				Negative	Major Negative	Major Negative

Key - Impacts

No Effect	
Major Positive	(dark green)
Positive	(light green)
Uncertain	(grey)
Negative	(red)
Major Negative	(dark red)

Table Illustrating a Summary of the Issues Related to Option CF1 and the Recommendations

Option A	Option B
Option A seeks to facilitate the provision of community facilities that meet the needs of the local community and are located within existing communities and centres. In relation to the provision of a decent home an important aspect is ensuring that residents are able to access key services. The baseline evidence demonstrates that the Borough of Colchester experiences the greatest deprivation within small areas due to barriers to housing and services. Evidence demonstrates that the wards throughout the Borough of Colchester experiencing a high degree of deprivation include; St Anne's, St Andrew's and Harbour wards. These wards are primarily located to the east of Colchester town centre. This policy plans to ensure that community facilities meet local needs and aspirations according with the Community Strategy. The Community Strategy identified that there are areas within the Borough of Colchester where there are local concentrations of deprivations. Therefore by focusing community facilities on areas where there is a deficiency the policy shall contribute positively to the delivery of a decent home for all with access to local services and facilities.	The baseline evidence demonstrates that the Borough of Colchester experiences the greatest deprivation within small areas due to barriers to housing and services. Evidence demonstrates that the wards throughout the Borough of Colchester experiencing a high degree of deprivation include; St Anne's, St Andrew's and Harbour wards. These wards are primarily located to the east of Colchester town centre. The adoption of this policy implies the concentration of community facilities within more dispersed locations. Clearly the baseline evidence demonstrates that accessibility to local services is restricted within more central wards therefore this policy will fail to ensure that all persons within the Borough of Colchester have access to local services.
Planning Policy Statement 1 – Delivering Sustainable Development emphasises that the "Government is committed to promoting a strong, stable and productive economy that aims to bring jobs and prosperity for all" (ODPM, 2005, 9). The government anticipates that it will achieve this objective by ensuring "that suitable locations are available for industrial, commercial, retail, public sector (e.g. health and education) tourism and leisure developments, so that the economy can prosper" (ODPM, 2005, 9). This policy cites that "community facilities should be located within or near centres and transit corridors to maximise community access and build a sense of local community identity" (CBC, 2006, CF1). It is therefore concluded that these provisions are consistent with PPG13 which demonstrates that community facilities are encouraged in suitable locations contributing positively to the delivery of economic growth throughout Colchester. Furthermore Planning Policy Guidance 13 – Transport states that local authorities should 'locate day to day facilities which need to be near their clients in local centres so that they are accessible by walking and cycling" (ODPM, 2001, Para 6). This policy is therefore likely to	Planning Policy Statement 6 – Town Centres outlines the Government's key objective related to town centres which is the promotion of town centre vitality and viability. Central Government insist that the key objective will be achieved by "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" (ODPM, 2005, 5). The adoption of this policy would facilitate community services in more dispersed locations therefore contributing negatively to the promotion of development within existing centres. The adoption of this policy would ensure that the community facilities would be at more dispersed locations. The policy therefore recognises that this will make the facilities themselves "less accessible to the local community" (CBC, 2006, CF1) therefore promoting the utilisation of less sustainable transportation modes such as the private car. In conclusion this policy is anticipated to have an increasingly negative impact on the promotion of sustainable transportation modes, as more community facilities are located in more dispersed locations. Furthermore this would contribute negatively to as it would increase air pollution and greenhouse gas emissions.

contribute positively to the promotion of sustainable transportation as it aims to ensure that community facilities are located within existing centres or transport corridors, therefore demonstrating the importance of securing accessibility by a choice of sustainable transportation modes. The location of facilities clearly has an impact upon the mode of transportation utilised for access and therefore the degree of greenhouse gas emissions emitted into the atmosphere. This policy is anticipated to contribute positively to the promotion of sustainable transportation as it aims to ensure that community facilities are located within existing centres or transport corridors, therefore demonstrating the importance of securing accessibility by a choice of sustainable transportation modes.	

Appraising Alternatives - UR1 - Regeneration

Graph 38 Illustrating the Performance of UR1 against all the SEA Objectives

Graph Illustrating the Performance of UR1 Policy Options Against the Overarching SEA Objective
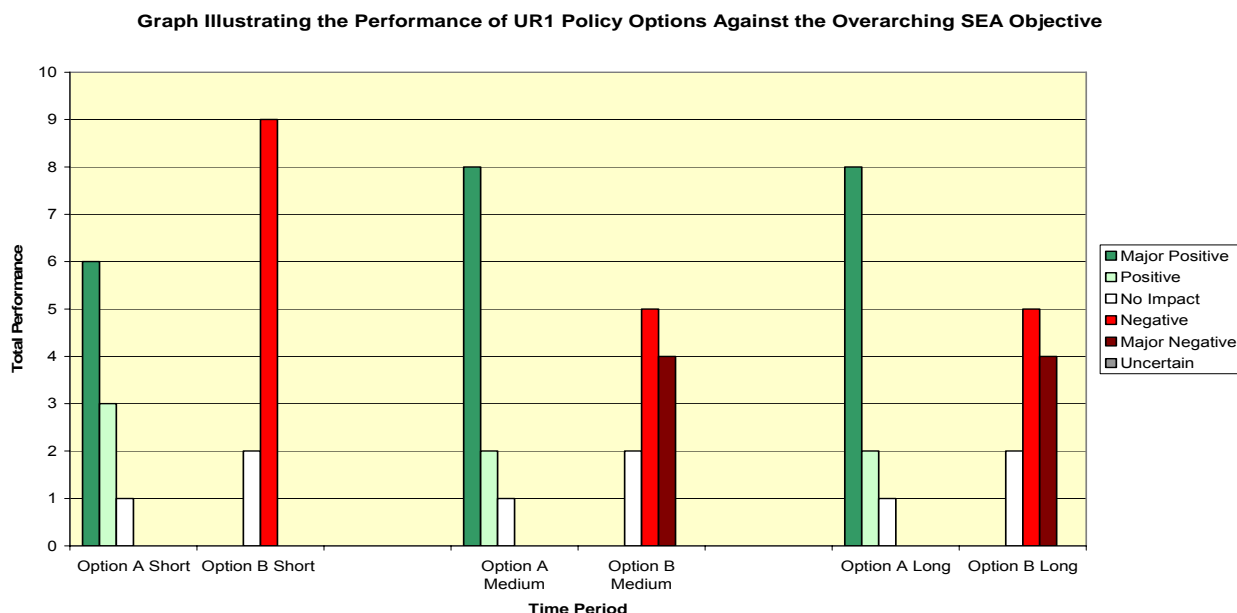
Colchester Borough Council's Regulation 26 Core Strategy outlines two possible alternatives that may shape regeneration policy and the spatial strategy throughout the local authority. Policy option A aims to promote regeneration within 'rundown areas, deprived communities and Key Centres' throughout Colchester. Furthermore policy option A also outlines a broader urban renaissance agenda which aims to revitalise Centres and supports urban living. Graph 38 illustrates the performance of the policy against all of the SEA objectives in the short – long term. The assessment highlighted that the adoption of option A would result in predominately major positive impacts in the short – long term.

Option B is the alternative regeneration policy considered feasible by the Borough of Colchester. This alternative policy would result in focusing development at Greenfield locations rather than facilitating regeneration within centres.   The assessment highlighted that the adoption of this policy would result in an increasingly negative impact on the SEA objectives throughout time.

Matrix 18 Illustrates the Temporal Extent of the Impact of UR1 on all the SEA Objectives

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
Option A	No Effect	No Effect	No Effect	Major Positive	Major Positive	Major Positive	Positive	Major Positive	Major Positive	Positive	Major Positive	Major Positive	Major Positive	Major Positive	Major Positive	Major Positive	Major Positive	Major Positive
Option B	No Effect	No Effect	No Effect	Negative	Major Negative	Major Negative	Negative	Major Negative	Major Negative	No Effect	No Effect	No Effect	Negative	Major Negative	Major Negative	Negative	Negative	Negative

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
Option A	Major Positive	Major Positive	Major Positive	Major Positive	Major Positive	Major Positive	Major Positive	Major Positive	Major Positive	Positive	Positive	Positive	No Effect	No Effect	No Effect	Positive	Positive	Positive
Option B	Negative	Major Negative	Major Negative	Negative	Negative	Negative	Negative	Negative	Negative	Negative	Negative	Negative	No Effect	No Effect	No Effect	Negative	Negative	Negative

Key - Impacts

|	
No Effect	(white)
Major Positive	(dark green)
Positive	(light green)
Uncertain	(grey)
Negative	(red)
Major Negative	(dark red)

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Table Illustrating a Summary of the Issues Related to Option UR1 and the Recommendations

Option A	Option B
The baseline evidence demonstrates that the Borough of Colchester crime rates were fairly constant from April 2003 – March 2004 the crime rates were similar to the regional statistics. Colchester has a higher incidence of sexual offences and violence against a person in comparison to the English average. In terms of deprivation trends for the Borough of Colchester highlighted that there was greatest deprivation within small areas due to barriers to housing and services. Evidence demonstrates that the wards throughout the Borough of Colchester experiencing a high degree of deprivation include; St Anne's, St Andrew's and Harbour wards. These wards are primarily located to the east of Colchester town centre. This policy actively focuses deprivation within the areas of the town where there is an identified need including the Town Centre, East Colchester, North Colchester and the Garrison. Furthermore the policy emphasises the importance of pursuing urban renaissance to revitalise communities throughout the Borough of Colchester. The policy does not refer directly to crime or the delivery of a safe environment however this in itself is not a deficiency in the policy. There are other policies within the Core Strategy that should ensure the delivery of a safe environment for instance the overarching design policy, access to local services, community facilities and planning obligations. The baseline evidence highlights that there is greatest deprivation within small areas due to barriers to housing and services. This domain of the IMD measures barriers to housing and key local services. Evidence demonstrates that the wards throughout the Borough of Colchester experiencing a high degree of deprivation include; St Anne's, St Andrew's and Harbour wards. Accessibility to services and the provision of a high quality living environment are important factors to be delivered in terms of regeneration and urban renaissance. Therefore it is concluded that focusing regeneration within areas of identified need and revitalise communities throughout Colchester Borough shall contribute positively to the delivery of a decent home for all most notably in the longer term. Planning Policy Statement 1 aims to ensure the delivery of "a strong,	This policy aims to promote regeneration within Greenfield locations at new development sites. This option is deemed contradictory to the purpose of the policy. The policy is entitled regeneration, a definition of regeneration is a "comprehensive and integrated vision and action which leads to the resolution of … problems and which seeks to bring about a lasting improvement in the economic, physical, social and environmental condition of an area that has been subject to change" (Roberts and Sykes, 2000, 17). It is therefore concluded that this policy will have an increasingly negative impact on the delivery of a safe and inclusive environment throughout Colchester as the policy fails to focus regeneration on locations of most need. An important aspect of regeneration is sustainable economic growth. The adoption of this option would seek to facilitate new development at Greenfield locations rather than promoting redevelopment and regeneration in existing communities and centres. The policy therefore demonstrates a clear bias towards development within Greenfield locations, which is likely to limit the quantity of private and public sector investment within existing urban areas. The adoption of this policy will result in an increasing deterioration of the economic, soci issues evident within the existing centres particularly within east Colchester. Therefore in terms of sustainable economic growth where all members of the community shall benefit now and in the future the adoption of this policy will fail to ensure equality in economic growth. Planning Policy Statement 9 – Biodiversity and Geological Conservation (ODPM, 2005) states that "plan policies on the form and location of development should take a strategic approach to the conservation, enhancement and restoration of biodiversity and geology, and recognise the contributions that sites, areas and features, both individually and in combination, make to conserving these resources" (ODPM, 2005, 3). In terms of a strategic policy it is deemed inappropriate that policy seeks to focus future development on Greenfield land increasing the loss of the natural environment and biodiversity throughout the Borough of Colchester.

stable and productive economy that aims to bring jobs and prosperity for all" (ODPM, 2005, 9). The guidance encourages local planning authorities to "recognise that economic development can deliver environmental and social benefits" (ODPM, 2005, 9) this is particularly important when seeking to establish an appropriate policy direction for a regeneration policy within the Core Strategy. As regeneration is defined as the "comprehensive and integrated vision and action which leads to the resolution of urban problems and which seeks to bring about a lasting improvement in the economic, physical, social and environmental condition of an area that has been subject to change" (Roberts and Sykes, 2001, 17). It is therefore concluded that as this policy seeks to promote the regeneration of areas in need within and throughout the Borough of Colchester it shall contribute positively to the delivery of sustainable economic growth.

The policy emphasises the importance of the contribution that the natural environment can have by stating that "development will be required to contribute towards the local public realm improvements … also be sympathetic to the character of the area and enhance the historic … features" (CBC, 2006, UR1). It is therefore concluded that in the short – long term this policy and inter related policies within the Core Strategy shall seek to contribute positively to ensure the delivery of economic and social development integral to environmental protection and enhancement throughout the Borough of Colchester.

This policy indirectly shall impact on climate change as it seeks to promote regeneration of existing centres such as North Colchester, East Colchester, town centre and the garrison. Furthermore any appropriate sites that are deemed appropriate for urban renaissance shall be encouraged within centres and transport corridors; therefore this policy aims to promote sustainable transportation modes, which will therefore reduce greenhouse gas emissions that contribute towards climatic change.

Recommendation – It is recommended that walking distance is defined in terms of time and/or distance. This would enhance the clarity in the delivery of the policy.

This policy aims to focus "additional development at Greenfield locations rather than promoting redevelopment and regeneration in the town centre" (CBC, 2006, UR1 Option B). The adoption of this policy is contradictory to the guidance set out in PPG13 where redevelopment and further development is promoted within existing centres and at locations that make the optimum utilisation of public transportation modes. It is therefore concluded that the adoption of this policy shall increase air traffic pollution by reducing the feasibility of public transportation and also contribute negatively to greenhouse gases.

Appraising Alternatives   -   UR3   -   Built Character

Graph 39 Illustrating the Performance of UR3 against all the SEA Objectives

Graph Illustrating the Performance of UR3 Policy Options Against the Overarching SEA Objective
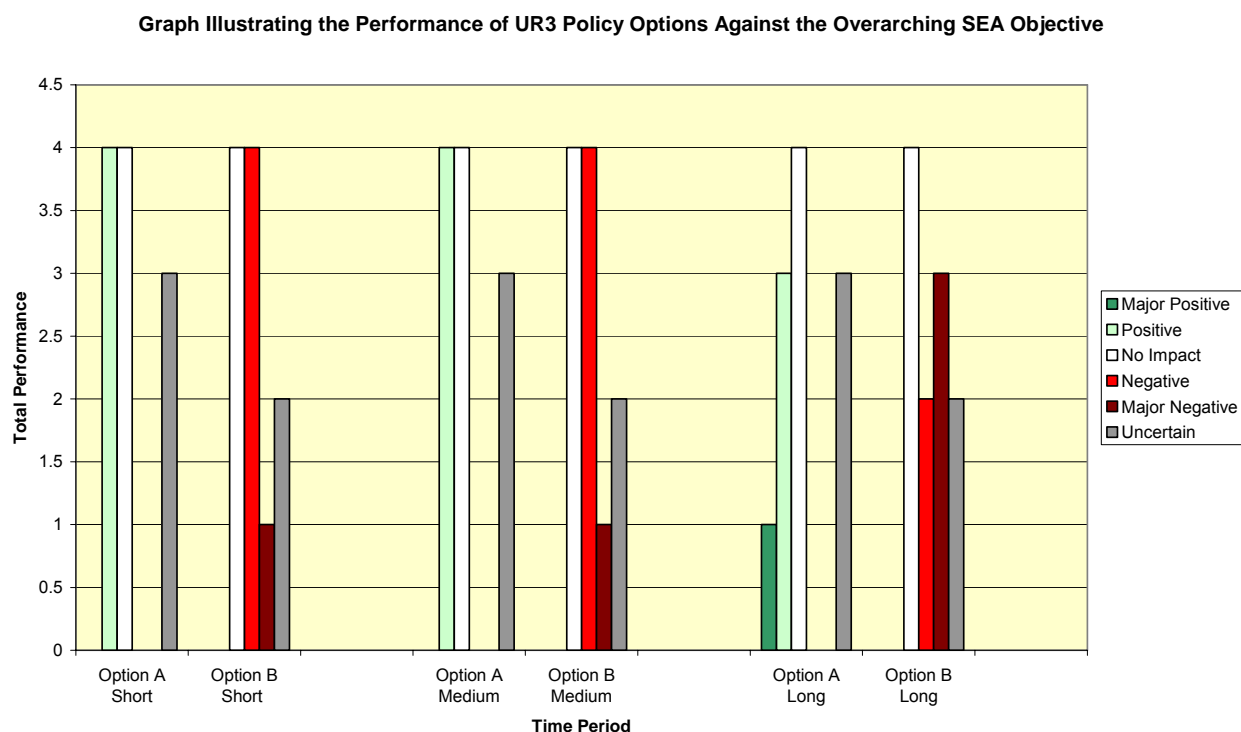
The Borough of Colchester's Core Strategy Regulation 26 contains two policy alternatives that are deemed feasible for the approach to the local authorities built character. Policy option A emphasises the importance of enhancing Colchester's unique historic character through the protection of the built heritage from demolition or inappropriate development. Policy option A demonstrates that the scale, design, materials and finishes are sympathetic to the built character. Furthermore policy option A also facilitates high quality contemporary architecture, unlike option B. Policy option B discourages the utilisation of contemporary architecture within areas of historic interest. Graph 39 demonstrates that the performance of the policy against all the SEA objectives, it indicates that policy option A has an increasing quantity of positive/major positive impacts on the SEA objectives. Option B the alternative policy deemed feasible by Colchester Borough Council has an increasing proportion of negative/major negative impacts upon the SEA objectives.

Matrix 19 Illustrates the Temporal Extent of the Impact of UR3 on all the SEA Objectives

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
Option A	No Effect	No Effect	No Effect	Positive	Positive	Positive	Positive	Positive	Major Positive	Positive	Positive	Positive	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain	Uncertain
Option B	No Effect	No Effect	No Effect	Negative	Negative	Major Negative	Negative	Negative	Major Negative	Major Negative	Major Negative	Major Negative	Negative	Negative	Negative	Uncertain	Uncertain	Uncertain

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
Option A	Uncertain	Uncertain	Uncertain	No Effect	No Effect	No Effect	Positive	Positive	Positive	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect
Option B	Negative	Negative	Negative	No Effect	No Effect	No Effect	Uncertain	Uncertain	Uncertain	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect

Key - Impacts

No Effect	(white)
Major Positive	(dark green)
Positive	(light green)
Uncertain	(grey)
Negative	(red)
Major Negative	(dark red)

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Table Illustrating a Summary of the Issues Related to Option UR3 and the Recommendations

Option A	Option B
Policy option A actively seeks to enhance the cultural heritage and assets within the Borough of Colchester through supporting historic assets and respecting the built character. It is noted that the Council supports high quality contemporary architecture alongside historic buildings. PPG15 – Planning and The Historic Environment, importantly prompts that, *"new buildings do not have to copy their older neighbours in detail. Some of the most interesting streets include a variety of building styles, materials and forms of construction, of many different periods, but together forming a harmonious group."* Similarly, the 'Urban Design Compendium' (English Partnerships and the Housing Corporation, 2000) states that, *"a design that reflects and improves the site and its surroundings will help create a sense of character. It does not have to copy the style of surrounding architecture to belong to an area, but may benefit by responding to the scale and materials of surrounding buildings, the aspect of the site and particular views."* This is reiterated within this option where developments shall demonstrate scale, design, materials and finishes that are sympathetic to local characteristics. Streetscape improvements are also mentioned and the public realm is recognised as an important feature in the delivery of respectful design, although people friendly streets are more appropriately addressed in policy PR1 of the core strategy. 'Paving the way' (CABE 2002) identifies an issue that conflicts with good urban design; of *"materials and furniture used without respect to the townscape or the way people use streets."* It is also stated in 'Transforming our streets' (CABE) that many local authorities have developed local design and management strategies for their area, which is suitably addressed in Colchester Borough Council's adoption of the Urban Place Supplement.	A policy option that requires new development to mimic the architectural character can be seen fail in the objective of achieving sustainable levels growth. Business development and employment opportunities may becom designed that are inappropriate to their needs. Similarly, where there is a jobs across all sectors within the District, building styles that are mainly hi with inappropriate design putting off potential businesses and industries. Policy option B states that new development should imitate the establishe Sustainable Development, states that *"key objectives should include ens to their local context and create or reinforce local distinctiveness."* It is als *"successful places tend to be those that have their own distinct identity. H affects how residents feel about where they live. Character and quality he is also stated within this option that poor quality imitations will undermine would be difficult to implement where certain methods and materials are e obtain. Where, 'Design Review' (CABE 2002) states that good architectur style and more to do with the successful co-ordination of proportions, mat B does not heed this guidance. PPG15 – Planning and The Historic Envir that, *"new buildings do not have to copy their older neighbours in detail. S streets include a variety of building styles, materials and forms of constru but together forming a harmonious group."*

Appraising Alternatives   -   AT1   -   Accessibility

Graph 40 Illustrating the Performance of AT1 against all the SEA Objectives

Graph Illustrating the Perfromance of AT1 Policy Options to the Delivery of SEA 1

Legend: Major Positive, Positive, No Impact, Negative, Major Negative, Uncertain

X-axis: Option and Temporal Extent (Option A Short, Option B Short, Option A Medium, Option B Medium, Option A Long, Option B Long)

Y-axis: Performance
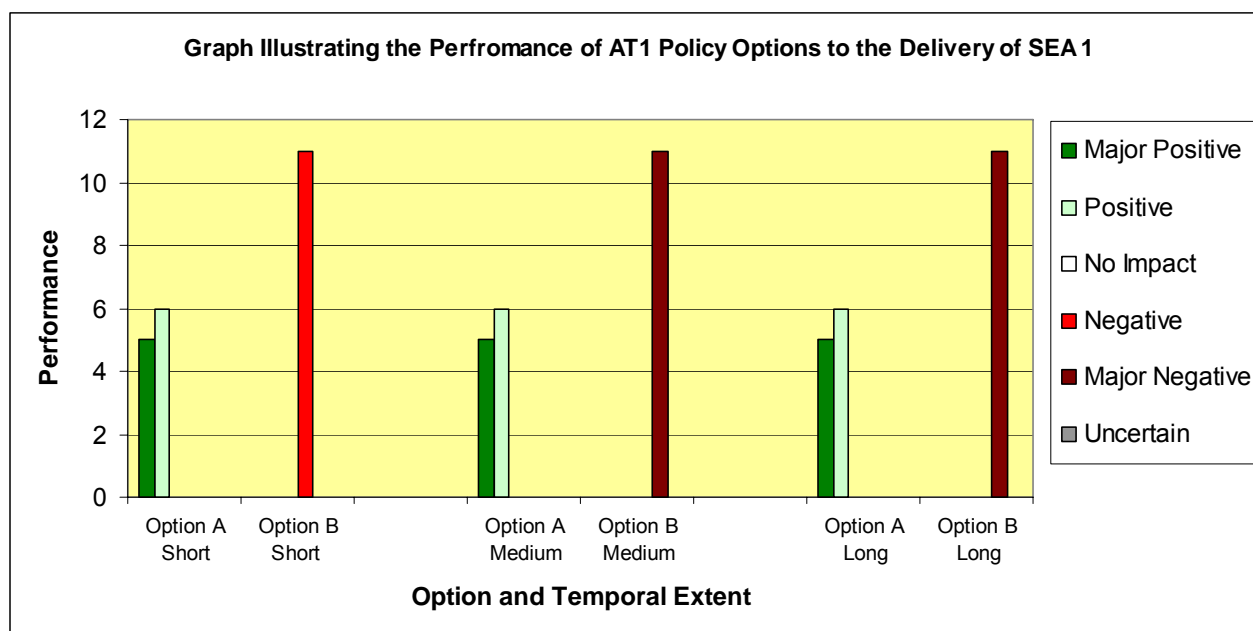
The Borough of Colchester's Core Strategy Regulation 26 concluded that with regard to accessibility policy there are two alternatives that the local authority may pursue. Policy option A aims to reduce traffic congestion and enhance accessibility. The approach that is deemed appropriate for option A is to promote the utilisation of sustainable transportation modes and ensure that the need to travel is reduced. Graph 40 illustrates the performance of the policy against the SEA objectives and it highlights that for all the SEA objectives the adoption of this policy either contributes positively or major positively. Policy option B is the alternative policy that the borough council deems appropriate and this seeks to prioritise the free flow of car traffic, in this option sustainable transportation would be improved only if it did not disrupt the free flow of traffic. The assessment of this policy emphasises that the adoption of this policy would result in increasingly negative impact against the SEA objectives.

Matrix 20 Illustrates the Temporal Extent of the Impact of AT1 on all the SEA Objectives

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
AT1 - Option A																		
AT1 - Option B																		

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
AT1 - Option A																		
AT1 - Option B																		

Key - Impacts

No Effect	
Major Positive	
Positive	
Uncertain	
Negative	
Major Negative	

205

Table X Illustrating a Summary of the Issues Related to Option UR3 and the Recommendations

Option A	Option B
The baseline evidence highlights that there is greatest deprivation within small areas due to barriers to housing and services. This domain of the IMD measures barriers to housing and key local services. Evidence demonstrates that the wards throughout the Borough of Colchester experiencing a high degree of deprivation include; St Anne's, St Andrew's and Harbour wards. Accessibility is deemed a key component in the delivery of a decent home for all. This policy accompanied with other policies within the Core Strategy that seek to promote development within existing centres and transport corridors shall contribute positively to the delivery of a decent home.	

Matrix 21 Illustrates the Temporal Extent of the Impact of AT1 on All the SEA Objectives

Policy RAG Tables - Colchester Borough Council Core Strategy Regulation 26 Consultation

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
AT1 - Option A				Positive	Positive	Positive	Positive	Positive	Positive	Major Positive	Major Positive	Major Positive	Major Positive	Major Positive	Major Positive	Positive	Positive	Positive
AT1 - Option B				Negative	Major Negative	Major Negative	Negative	Major Negative	Major Negative	Negative	Major Negative	Major Negative	Negative	Major Negative	Major Negative	Negative	Major Negative	Major Negative

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
AT1 - Option A	Major Positive	Major Positive	Major Positive	Positive	Positive	Positive	Positive	Positive	Positive	Major Positive	Major Positive	Major Positive	Positive	Positive	Positive	Major Positive	Major Positive	Major Positive
AT1 - Option B	Negative	Major Negative	Major Negative	Negative	Major Negative	Major Negative	Negative	Major Negative	Major Negative	Negative	Major Negative	Major Negative	Negative	Major Negative	Major Negative	Negative	Major Negative	Major Negative

Key - Impacts

No Effect	
Major Positive	
Positive	
Uncertain	
Negative	
Major Negative	

Table Illustrating a Summary of the Issues Related to Option CE1b and the Recommendations

Option A	Option B
Policy option A outlines a series of principles that developments are anticipated to follow in order to ensure the delivery of good accessibility. It is therefore important that the overarching design policy for the Core Strategy ensures that the accessibility principles that developments are expected to demonstrate are consistent with the information expected in Design and Access Statements.

Accessibility is deemed a key component in the delivery of a decent home for all. This policy accompanied with other policies within the Core Strategy that seek to promote development within existing centres and transport corridors shall contribute positively to the delivery of a decent home.

This policy does aim to ensure that good access to sustainable transportation modes are delivered because the policy prescribes that developments "shall demonstrate good accessibility through … a mix of uses that allow people to meet their needs at a local level" (CBC, 2006, AT1).

The provisions set out in this policy and accompanying policies within the Core Strategy shall contribute positively to the delivery of a sustainable economy throughout the Borough of Colchester which ensures that a range of transportation modes is promoted.

The adoption of this policy seeks to reduce the distance and number of journeys which utilise the private car by promoting sustainable transportation modes. The policy also stipulates that development shall minimise the impact of traffic and car parking but fails to indicate what types of impacts shall be minimised. It is concluded that conservation of biological and geological diversity would be viewed as an impact.

It is concluded that when analysing the extent to which accessibility can impact on education the location of educational facilities relative to transportation investment is important. Ensuring that the | The adoption of this policy implies a presumption against sustainable transportation modes prioritising the free flow of car traffic. It is concluded that increasing congestion on narrow streets and throughout the Borough of Colchester will have a detrimental impact on the delivery of a safe environment most notably in the medium and longer term as the number of cars continues to rise.

The promotion of sustainable transportation modes is of particular importance for the Borough of Colchester as the baseline evidence indicates that Colchester has slightly higher percentage of households with no cars compared to the regional trend. It is therefore concluded that the adoption of this policy promotes the use of private cars and therefore is socially regressive which limits access to services and educational facilities, to those that can afford to run a car.

This policy option fails to continue to encourage the uptake of more sustainable transportation modes, contributing negatively to the promotion of town centre vitality and viability particularly in the medium and longer term.

The promotion of free flow of traffic will have an increasingly negative impact on the delivery of a sustainable economy throughout the Borough of Colchester. The option highlights that this policy is likely to increase congestion particularly on narrow streets, which is likely to impact negatively on local businesses within the area, as increase congestion leads to increase in journey times and costs to the business.

This policy does not contain provisions that seek to ensure the preservation and enhancement of the natural environment, cultural heritage and assets. The policy stipulates that where required roads may be expanded to accommodate additional car traffic.

This policy facilitates and promotes the utilisation of the private car and motorised transportation rather than promoting the adoption of |

local community are able to access educational establishments is vital to the delivery of high quality educational achievement. Policies which address accessibility aim to ensure that access in terms of form of transportation and access for persons with disabilities are appropriately addressed. The Borough of Colchester contains a rich diversity of natural, built and tourist cultural heritage and assets. The adoption of this policy seeks to reduce the distance and number of journeys which utilise the private car by promoting sustainable transportation modes. The policy also stipulates that development shall minimise the impact of traffic and car parking but fails to indicate what types of impacts shall be minimised. It is concluded that the maintenance and enhancement of the cultural heritage and assets would be viewed as an impact that should be mitigated. This policy therefore seeks to ensure that the Borough of Colchester continues to promote sustainable transportation modes, and also reduce the need to travel. It is consistent with the provisions set out in the PPG13 as it seeks to promote a choice mode of transportation. It is therefore concluded that this policy shall contribute positively to the delivery of the objective to reduce contributions to climate change. The adoption of more sustainable transportation shall contribute positively to flood mitigation measures as it would reduce the demand for more road surfaces therefore indirectly reducing the impact on flooding. **Recommendations** It is deemed appropriate that the policy seeks to outline the types of impacts that should be minimised to enhance clarity and delivery of the policy.	sustainable transportation modes. The policy description demonstrates that this policy would have an adverse impact on climatic change and water and air quality which would be increasingly negative as more cars and motorised transportation would be utilised.

Policy Alternatives Assessment – AT4 - Roads, Traffic and Parking

The Colchester Borough Council Core Strategy Regulation 25 set out a range of housing options that have undergone a rigorous SEA/SA. The Colchester Borough Council Core Strategy Regulation 26 consultation has sought to reiterate some of these options as possible options therefore the previous SEA/SA may be referred to determine the degree to which each option is deemed sustainable. With regard to the options that have been set out in the Colchester Borough Council Core Strategy Regulation 26 assessment cross reference to the following SEA policy assessment is recommended.

Regulation 26	SEA Assessment Reference
Option A	Option 1 (Reg 25)
Option B	Option 2 (Reg 25)
Option C	Option3 (Reg 25)
Option D	Option 3 (Reg 25)
Option E	Proposes to provide a Southern bypass it is deemed that to assess this policy appropriately a feasibility study and greater evidence base is needed to determine the impact adequately.

Appraising Alternatives   -   NE1   -   Accessibility

Graph 41 Illustrating the Performance of NE1 against all the SEA Objectives
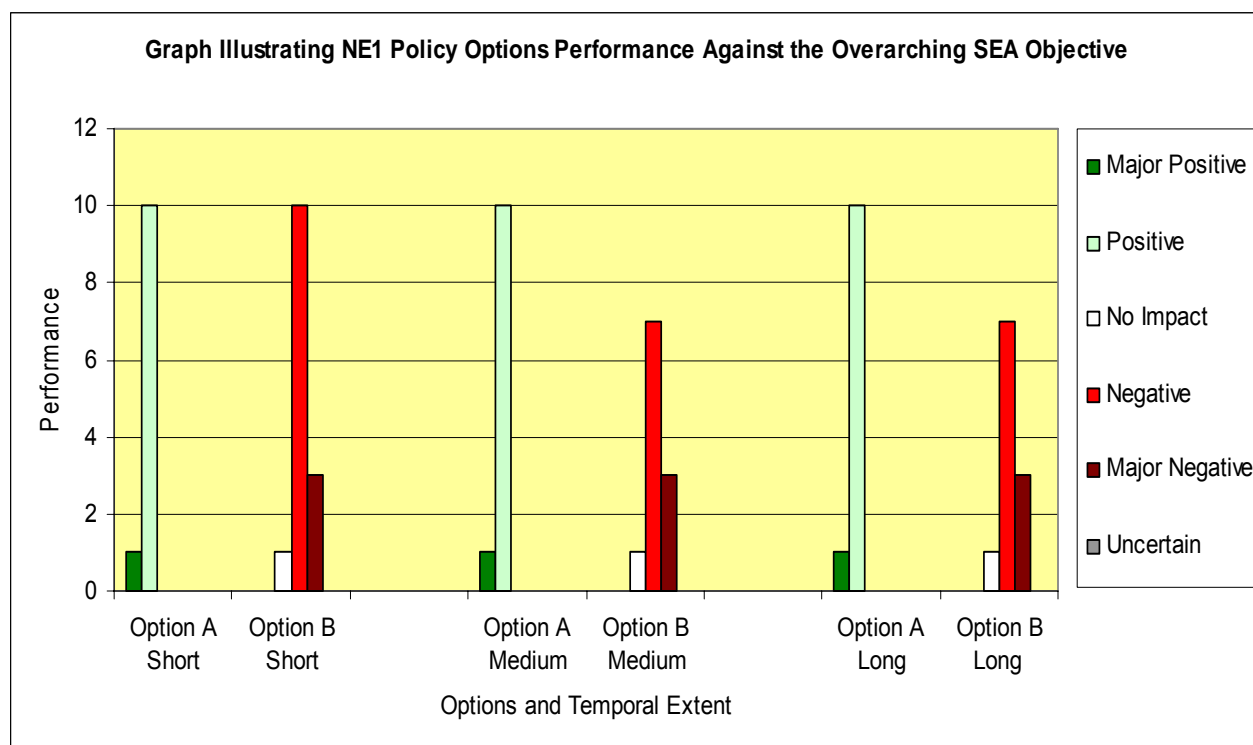
The Borough of Council concluded that with regard to policy for the natural environment there are two feasible policy alternatives. Option A aims to conserve and enhance the character and openness of the countryside and coastline. The policy also protects biodiversity, geology, history and archaeology. Policy option A also seeks to demonstrate that there is a general presumption against development on Greenfield land. Graph 41 illustrates the performance of the policy options for NE1 against all the SEA objectives. It demonstrates that policy option A would be anticipated to contribute positively to the SEA objectives and therefore the overarching SEA in the short – long term.

The alternative policy option B if adopted aims to promote new development at Greenfield locations rather than focusing development on previously developed land. The SEA assessment demonstrates that the adoption of this policy would result in a predominately negative impact against the SEA objectives in the short - long term.

Matrix 22 Illustrates the Temporal Extent of the Impact of NE1 on All the SEA Objectives

Policy	SEA Objective 1 — Performance - Temporal Extent			SEA Objective 2 — Performance - Temporal Extent			SEA Objective 3 — Performance - Temporal Extent			SEA Objective 4 — Performance - Temporal Extent			SEA Objective 5 — Performance - Temporal Extent			SEA Objective 6 — Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
Option A	No Effect	No Effect	No Effect	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive
Option B	No Effect	No Effect	No Effect	Negative	Negative	Negative	Negative	Negative	Negative	Negative	Negative	Negative	Negative	Negative	Negative	Negative	Major Negative	Major Negative

Policy	SEA Objective 7 — Performance - Temporal Extent			SEA Objective 8 — Performance - Temporal Extent			SEA Objective 9 — Performance - Temporal Extent			SEA Objective 10 — Performance - Temporal Extent			SEA Objective 11 — Performance - Temporal Extent			SEA Objective 12 — Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
Option A	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Major Positive	Major Positive	Major Positive	Positive	Positive	Positive	Positive	Positive	Positive
Option B	Negative	Major Negative	Major Negative	No Effect	No Effect	No Effect	Negative	Major Negative	Major Negative	Negative	Negative	Negative	Negative	Negative	Negative	Negative	Negative	Negative

Key - Impacts

No Effect	(white)
Major Positive	(dark green)
Positive	(light green)
Uncertain	(grey)
Negative	(red)
Major Negative	(dark red)

Table Illustrating a Summary of the Issues Related to Option NE1 and the Recommendations

Option A	Option B
The baseline evidence demonstrates that the Borough of Colchester has a wealth of natural assets and heritage throughout the Borough of Colchester both within and outside the existing conurbations. For instance there are parks and gardens within existing conurbations of historic interest which include; Castle Park, Wivenhoe Park and Gardens at Layer Marney Tower. Planning Policy Statement 6 – Town Centres demonstrates that the promotion of town centre vitality and viability is important and may be achieved by focusing development within such centres. Therefore the provisions set out in this policy which prioritise the development of previously developed land are consistent with PPS6. PPS6 also aims to encourage the delivery of an 'improved physical environment', 'improve the quality of the public realm and open spaces' and 'provide a sense of place' (ODPM, 2005, 5 & 6). It is therefore concluded that the provisions set out in the policy are consistent within PPS6 and will therefore contribute positively to the delivery of a vibrant town centre. The baseline evidence demonstrates that the Borough of Colchester has a rich wealth of biological and geological diversity. This policy seeks to ensure the preservation and enhancement of the countryside character, coastline and sites of international, national, regional and local importance and the green wedges between some of the principal urban conurbations. Also the policy highlights that there will be a general presumption of development on Greenfield land and within flood prone areas. Planning Policy Statement 9 states that "local planning authorities should ensure that appropriate weight is attached to designated sites of international, national, regional and local importance" (ODPM, 2005, 3) It is therefore concluded that the provisions within this policy aims to ensure that such sites and other areas of importance character are preserved and enhanced for future populations. This policy promotes development on previously developed land, and away from sites of international, national, regional and local importance.	The baseline demonstrates that the Borough of Colchester has a wealth of natural environmental assets and heritage. It is therefore concluded that it is important that policies within the Core Strategy aim to protect and enhance the natural environment. The inclusion of this policy option as opposed to option A would fail to ensure adequate protection for the natural environment and would have a detrimental impact on local biodiversity and geological diversity. It is therefore concluded that this policy would have an increasingly negative impact on this SEA in the medium and longer term. This policy fails to maintain and enhance the natural environmental cultural heritage throughout the Borough of Colchester. The policy facilitates development within Greenfield sites therefore fails to protect the openness and character of the countryside and coastline. Facilitating development within the countryside and on Greenfield sites will increasingly impact negatively on the natural environmental cultural heritage assets throughout the Borough of Colchester. The adoption of option B as a policy and the other accompanying policies within the Core Strategy would fail to adequately preserve the existing natural habitat, or prevent development in areas of flood risk. Furthermore the policy also promotes development on Greenfield land rather than encourage the redevelopment of previously developed land that is predominately located within the existing urban areas that are served with public transportation. The promotion of Greenfield development therefore encourages the dispersal of residential and commercial development increasing the utilisation of the private car which contributes to greenhouse gases.

| Furthermore the policy also seeks to promote the conservation of the coastline and development within areas of flood risk or at risk of flooding in the future due to climatic change. It is therefore concluded that the policy shall contribute positively to reducing the contributions to climate change.

Although principally this policy aims to protect and enhance the natural environment throughout the Borough of Colchester, the policy does demonstrate that there will be a "general presumption against development on Greenfield land and priority will be given to previously developed land within existing settlements" (CBC, 2006, NE1). Clearly previously developed land is predominately located within existing urban areas therefore in locations with a greater frequency and quality public transportation system. The focus on previously developed land is also consistent with the provisions set out in PPG13 which cites that local planning authorities should "actively manage the pattern of urban growth to make the fullest use public transport and focus major generators of travel demand in city, town and district centres and near major public transport interchanges" (ODPM, 2001, Para 6). It is therefore concluded that this policy shall contribute positively to improving air quality and mitigating against deterioration in air quality. | |

Appraising Alternatives   -   NE2   -   Rural Communities

Graph 42 Illustrating the Performance of NE1 against all the SEA Objectives

Graph Illustrating the Performance of NE2 Policy Options Against the Overarching SEA Objective
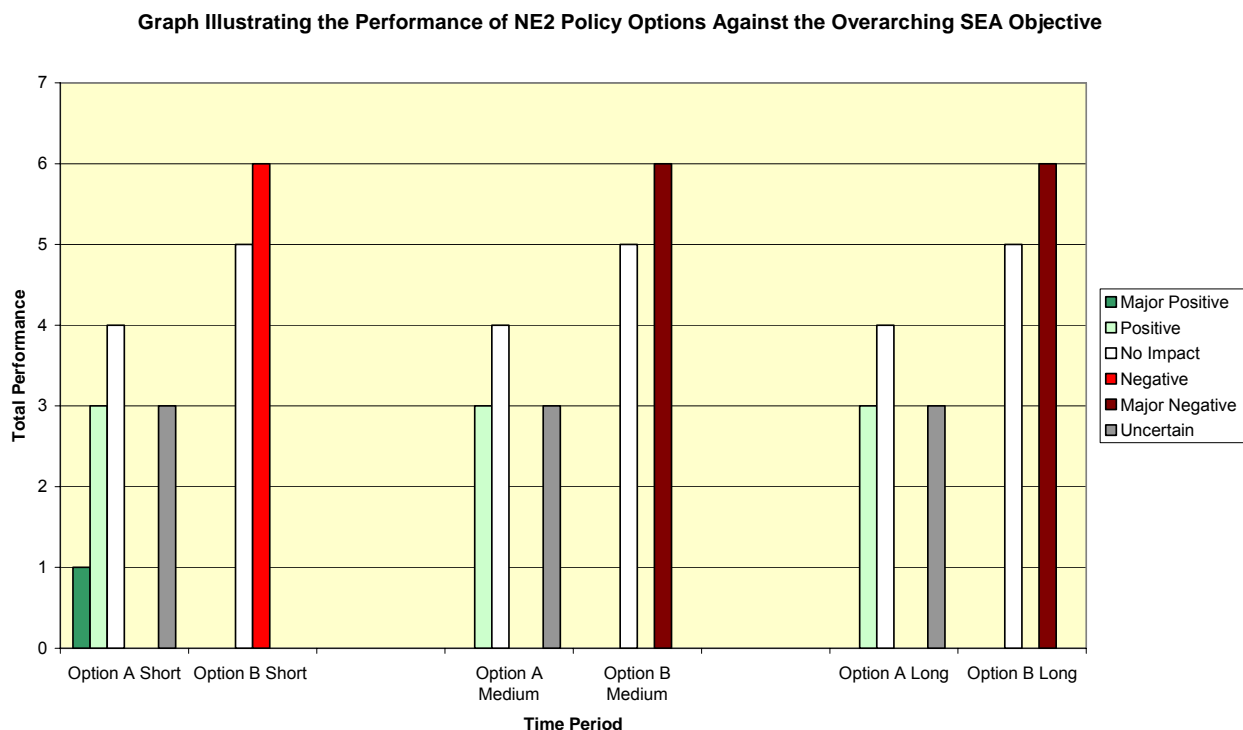
The Borough of Colchester Core Strategy Regulation 26 consultation contains two options appropriate for rural communities. Option A aims to promote development within infill sites and development that is in keeping with the existing character. Policy option A also aims to ensure that regeneration and coastal areas through appropriate rural diversification schemes. The performance of the policy against the SEA objectives is demonstrated in graph 42. Clearly the graph highlights that option A has a high proportion of positive impacts against the objectives accompanied by no impact. An alternative policy option is B which would see new development limited to larger villages that can provide local shops and services.

Matrix 23 Illustrates the Temporal Extent of the Impact of NE2 on All the SEA Objectives

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
Option A				Uncertain	Uncertain	Uncertain	Positive	Positive	Positive				Positive	Positive	Positive	Uncertain	Uncertain	Uncertain
Option B				Negative	Major Negative	Major Negative	Negative	Major Negative	Major Negative				Negative	Major Negative	Major Negative	Negative	Major Negative	Major Negative

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
Option A	Positive	Positive	Positive				Uncertain	Uncertain	Uncertain									
Option B	Negative	Major Negative	Major Negative				Negative	Major Negative	Major Negative									

Key - Impacts

No Effect	(white)
Major Positive	(green)
Positive	(light green)
Uncertain	(grey)
Negative	(red)
Major Negative	(dark red)

Table Illustrating a Summary of the Issues Related to Option NE1 and the Recommendations

Option A	Option B
Policy option A seeks to address issues related to the location of development, promoting development that is in keeping and briefly highlights the need for affordable housing. The remit of the policy is extremely broad. The clarity in the delivery of the policy is therefore questioned. It is concluded that other policies outlined in the Core Strategy more appropriately seek to address issues related to the geographical distribution of development, affordable housing and community facilities. Furthermore it is also recommended that the overarching design policy which sets out some key principles is appropriate for rural areas. To ensure the delivery of high quality policies within the Core Strategy it is important that the Core Strategy policies clearly aim to address specific issues. It is therefore recommended that the policy focuses on issues related to rural diversification and rural and coastal regeneration. The Government's Objectives, as stipulated in PPS7 – Sustainable Development in Rural Areas, states of *"promoting the development of the English regions by improving their economic performance so that all are able to reach their full potential – by developing competitive, diverse and thriving rural enterprise that provides a range of jobs and underpins strong economies."* It is important that new farming enterprises and the use of previously redundant farming buildings are sustainable and diverse. The need for diversification in rural areas derives from a changing rural economy. Options posed to landowners include the creation of employment land for new small businesses, tourism, retail, alternative crops, and the provision of affordable rural housing. Despite this, it is difficult to provide new rural businesses due to problems surrounding scale and accessibility. New employment development in rural areas must respond to identified local needs. It is therefore concluded that the provisions within the policy aim to ensure that rural economic needs are appropriately addressed.	Rural economic diversification is needed throughout the Borough and in all localities regardless of size. The problems surrounding rural economies are generic, not area specific and are relevant to all rural settlements within Colchester. Where this option states that new development is limited to larger villages that can provide local shops and services, there are serious issues concerning sustainability. This option fails to address incidences of identified need in all localities, surrounding potential rural diversification for the benefit of affordable rural housing and services in smaller settlements. Similarly, where new development is focussed purely on larger villages, they are in turn going to need increased affordable housing, employment creation, community services and sustainable transport choices to support an ever increasing population.

It is stated in PPS7 – Sustainable Development in Rural Areas, that *"accessibility should be a key consideration in all development decisions…decisions on the location of other developments in rural areas should, where possible, give people the greatest opportunity to access them by public transport, walking and cycling, consistent with achieving the primary purpose of the development."* It is an important factor in the sustainability of new and diverse rural uses that they are supported by sustainable transport choices and respond to specifically local needs or deficiencies. New employment development should address local employment problems, reducing the need of the workforce to travel by car, and the scale of development should also suitably address the needs of the locality or respond to the existing public transport infrastructure, be it shops, leisure facilities or other services. The policy therefore aims to facilitate a locally available source of employment in rural areas and other facilities and services to reduce the need to travel.

However the policy fails to refer to the need to ensure that the type of services and facility to be delivered in a rural community is appropriate and makes the best possible use of sustainable rural transportation modes.

Recommendation –

(1) It is recommended that the policy focuses on issues related to rural diversification and rural and coastal regeneration.
(2) It is recommended that the overarching urban design policy is applicable in rural communities.
(3) It is recommended that the policy refers to the need to ensure that the type of services and facility to be delivered in a rural community is appropriate and makes the best possible use of sustainable rural transportation modes.

Appraising Alternatives   -   ER1   -   Energy and Resources, Waste and Recycling

Graph 43 Illustrating the Performance of ER1 against all the SEA Objectives

Graph Illustrating the Performance of ER1 Policy Options Against the Overarching SEA Objective 1
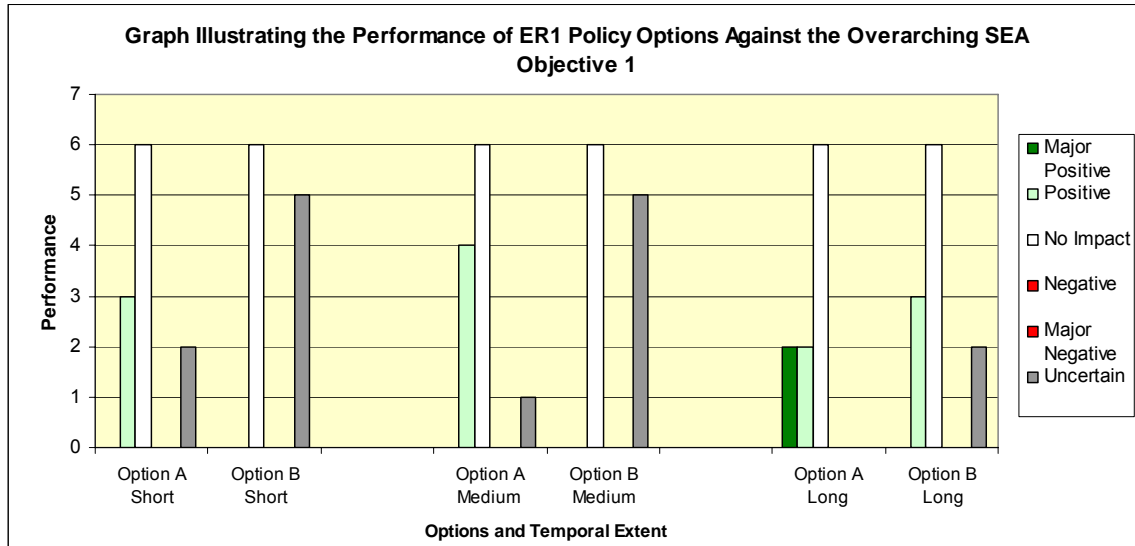
Graph 43 demonstrates that there is to a large degree of no effect and uncertainty regarding sustainability with the adoption of policy option B. it can be seen that there would subsequently be no positive or negative impacts arising from option B's adoption in the short or medium term, with a small degree of positive effects occurring in the long term. Option A shows a smaller degree of no impact and uncertainty, however with increasing positives in both the medium and long term.

Matrix 24 Illustrates the Temporal Extent of the Impact of ER1 on All the SEA Objectives

Policy RAG Tables - Colchester Borough Council Core Strategy Regulation 26 Consultation

Policy	SEA Objective 1 Performance - Temporal Extent			SEA Objective 2 Performance - Temporal Extent			SEA Objective 3 Performance - Temporal Extent			SEA Objective 4 Performance - Temporal Extent			SEA Objective 5 Performance - Temporal Extent			SEA Objective 6 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
ER1 - Option A							Uncertain	Positive	Major Positive							Uncertain	Uncertain	Positive
ER1 - Option B							Uncertain	Uncertain	Uncertain							Uncertain	Uncertain	Positive

Policy	SEA Objective 7 Performance - Temporal Extent			SEA Objective 8 Performance - Temporal Extent			SEA Objective 9 Performance - Temporal Extent			SEA Objective 10 Performance - Temporal Extent			SEA Objective 11 Performance - Temporal Extent			SEA Objective 12 Performance - Temporal Extent		
	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
ER1 - Option A										Positive	Positive	Positive	Positive	Major Positive	Positive	Positive	Positive	Positive
ER1 - Option B										Uncertain	Uncertain	Positive	Uncertain	Uncertain	Positive	Uncertain	Uncertain	Positive

Key - Impacts

No Effect	
Major Positive	(dark green)
Positive	(light green)
Uncertain	(grey)
Negative	(red)
Major Negative	(dark red)

220

Option A	Option B
It is unsurprising that any policy option that regards energy and resources, waste and recycling, would have large incidences of no effect on sustainability, due to the policy subject being very specifically relevant to only a few sustainability objectives. Objectives of creating safe environments, promoting town centres, achieving sustainable levels of prosperity and economic growth, sustainable transport choices, education and cultural heritage and assets are all more appropriately addressed in other policies within the Core Strategy.	It is unsurprising that any policy option that regards energy and resources, waste and recycling, would have large incidences of no effect on sustainability, due to the policy subject being very specifically relevant to only a few sustainability objectives. Objectives of creating safe environments, promoting town centres, achieving sustainable levels of prosperity and economic growth, sustainable transport choices, education and cultural heritage and assets are all more appropriately addressed in other policies within the Core Strategy.
Sustainable design and construction could achieve the objective of creating more viable long term and easily adaptable lifetime housing. In the long term future, such housing could see decreasing numbers of unfit homes per 1000 dwellings, and cheaper running costs, where new buildings achieve an Eco Home / BREEAM Very Good or Excellent sustainability rating.	A policy option that specifies lower targets for recycling and renewable energy and avoids waste and pollution charges, in order for easier implementation, is not going to favour comparably against the more sustainability minded option A. at the appraisal stage. In the policy option's statement that waste and pollution charges will be avoided, this contravenes the principles of sustainable development as highlighted in 'A Better Quality of Life – A Strategy for Sustainable Development for the UK', which states that the polluter should be made to pay. This policy is unlikely to have any significant effect on the objective of providing everybody with the opportunity to live in a decent home in the short, medium or long term as identified for this appraisal nor is it likely to have any significant effect on the objective of reducing contributions to climate change, improving water quality or air quality in the short or medium term as identified for this appraisal, the only positive potentially occurring in the distant future.
Where this policy option specifies that all new buildings must achieve 15% renewable energy through micro generation, an Eco Home / BREEAM Very Good or Excellent sustainability rating, and where waste and pollution charges exist, polluting substances are likely to decrease. This is likely to have a positive effect on the natural environment in the long term although whether these effects will consequently be seen within the Borough is uncertain.	
Where the policy states that "to reduce Colchester's carbon footprint, renewable energy sources will be sought for 15% of energy consumption…in particular, the incorporation of micro-generation of renewable energy will be promoted in all new development," this sustainability objective is actively and realistically met. Despite this, the most significant contributors to climate change surround private motor vehicles. Sustainable transport choices and promotion is not addressed within this policy but in the accessibility and transportation policies elsewhere within	

| the Core Strategy. | |
| This policy highlights that new buildings will be required to achieve an Eco Home / BREEAM Very Good or Excellent sustainability rating, by incorporating features such as (not exclusive): Energy and Water efficient appliances, fittings and lighting and Sustainable Urban Drainage Systems. This seeks to improve water efficiency and drainage throughout new development. Despite this however, the successful implementation of this policy will not directly improve the quality of inland or coastal waters. This policy is likely to have a positive effect on the natural environment in the long term although whether these effects will consequently be seen within the Borough's coastal and inland waters is uncertain, especially in the short and medium term. | |

Chapter 5 – Secondary, Cumulative and Synergistic Effects

Chapter 5 - Cumulative, Synergistic and Secondary Effects

When determining the significant effects of a policy or plan the Office of the Deputy Prime Minister (now Department for Communities and Local Government) recommends that account should be given to the cumulative, synergistic and secondary effects. A table has been utilised to demonstrate the results illustrating the type of effect and whether the impact is predominately social, economic or environmental.

Definitions of the effects are;

Secondary effects – are effects that are not a direct result of the Core Strategy, but occur away from the original effect or as a result of a complex pathway (ODPM, 2005, 137).

Cumulative effects – are whereby several developments each have insignificant effects but together have a significant effect, or where several individual effects of the Core Strategy have a combined effect (ODPM, 2005, 137).

Synergistic effects – are effects that interact to produce a total effect greater than the sum of the individual effects (ODPM, 2005, 137).

Table 26 outlines the Cumulative, Synergistic and Secondary Effects of the Core Strategy Regulation 26 Consultation Policy with No Associated Options

Type of Effect	Impact
Economic	
Secondary	Policies within the Core Strategy aim to promote and facilitate development within existing centres this is likely to indirectly enhance town centre vitality and viability.
Cumulative	Improvements in sustainable transportation modes which enhance accessibility to services and facilities will have a combined positive effect on the town centre and economic growth.
Environmental	
Cumulative	Policy PR2 fails to emphasise the important role that open space can contribute towards biodiversity and the natural environment which may indirectly impact on the quality of open space provided.
Social	
Secondary	Policies promoting higher density compact residential development increase the likelihood of delivering affordable housing.
Secondary	Policy PR1 is primarily concerned with implementing measures to enhance public realm, delivery of a safe place and the aesthetic environment. It fails to refer to the needs of disabled people which are important when deciding the layout and design of streetscape throughout the Borough of Colchester.

It is concluded that the cumulative, synergistic and secondary impacts of the policy options vary in terms of the option chosen by Colchester Borough Council for adoption. Furthermore the appraisal of the policy options adequately identified the impacts.

Chapter 6 - Monitoring Implementation of the Core Strategy

Chapter 5

5 Monitoring Implementation of the Core Strategy

The SEA Directive states that "Member States shall monitor the significant environmental effects of the implementation of plans and programmes in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action" (Article.10.1). Furthermore the Environmental Report shall include "a description of the measures envisaged concerning monitoring" (Annex 1 (i)). This Chapter aims to outline the monitoring framework for the Colchester Borough Council Core Strategy Regulation 26 Consultation.

Monitoring of the Colchester Borough Council Core Strategy Regulation 26 Consultation "allows the actual significant environmental effects of implementing the plan or programme to be tested against those predicted" (Office of the Deputy Prime Minister, 2005, 39). The monitoring of the Colchester Borough Council Core Strategy Regulation 26 Consultation will aid in the identification of any problems that may arise during the Colchester Borough Council Core Strategy Regulation 25 Consultation implementation.

The Office of the Deputy Prime Minister published 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents' (November, 2005). This guidance demonstrates that the monitoring framework should consider the following;

- the time, frequency and geographical extent of monitoring (e.g. link to timeframes for targets, and monitoring whether the effects is predicted to be short, medium or long term);
- Who is responsible for the different monitoring tasks, including the collection processing and evaluation of social, environmental and economic information; and

- How to present the monitoring information with regard to its purpose and the expertise of those who will have to act upon the information (e.g. information may have to be presented in a form accessible to non-environmental specialists).

(Source; Office of the Deputy Prime Minister, 2005, 149)

Table 45 outlines the SEA monitoring framework for the Colchester Borough Council Core Strategy Regulation 26 Consultation significant effects.

Table 27 - Colchester Borough Council Core Strategy Regulation 26 Consultation – Monitoring Framework

SEA Objectives	Monitoring Activity	Targets	Responsible Authority	Temporal Extent (Frequency of Monitoring)	Presentation Format	Any Issues with the Monitoring
1. Overarching Objective **To ensure the delivery of high quality sustainable communities where people will want to live and work.**						
2. Create safe environments where crime and disorder or fear of crime does not undermine the quality of life or community cohesion.	Monitor the number of domestic burglaries per 1,000 population.	Context	Office of National Statistics	Annual	Tabulated	
	Monitor the number of violent offences per 1,000 population.	Context	Office of National Statistics	Annual	Tabulated	
	Monitor the number of vehicle crimes per 1,000 population.	Context	Office of National Statistics	Annual	Tabulated	

	Monitor incidents of vandalism per 1,000 population.	Context	Office of National Statistics	Annual	Tabulated	
	Monitor incidents of all crime per 1,000 population.	Context	Office of National Statistics	Annual	Tabulated	
	Percentage of residents surveyed who feel 'fairly safe' or 'very safe' during the day whilst outside in their local authority.	Context	Local Authority	Annual	Tabulated	May not currently collate this information

	Indexes of Multiple Deprivation throughout the District	Context	ODPM	Annual	Tabulated	
3. To provide everybody with the opportunity to live in a decent home.	Number of unfit homes per 1,000 dwellings.	Context	Local Authority	Annual	Tabulated	May not be currently monitored.
	Indices of Multiple Deprivation – Housing and Services Domain	Context	DCLG	4 Years	Tabulated / Mapped	

5). To promote town centre vitality and viability.	The changing diversity of main town centre uses (by number, type and amount of floorspace).	Context	DCLG	Annual	Tabulated	
	The changing density of development	Context	Local Authority	Annual	Tabulated	

5) To achieve sustainable levels of prosperity and economic growth.	Percentage change in the total number of VAT registered businesses in the area.	Context		Annual	Graph	
6) To conserve and enhance the biological and geological diversity of the environment as an integral part of social, environmental and economic development.	Net change in natural/semi natural habitats.	Context	Essex County Council		Tabulated	

7) To promote more sustainable transport choices both for people and moving freight ensuring access to jobs, shopping, leisure facilities and services by public transport, walking and cycling.	Changes in the travel to Work mode of transport	Context	Learning Skills Council		Mapped / Graph	
	Indices of Multiple Deprivation most notably the Housing and Services Domain.	Context	DCLG	4 Years	Graph	
8) To improve the education and skills of the population.	Changing educational attainment at GCSE Level	Context	National Statistics Online – Neighbourhood Statistics		Graph	

	Proportion of persons in the local population with a degree level qualification					
9) To maintain and enhance the cultural heritage and assets within the Borough of Colchester.	Buildings of grade I and II at risk of decay.	Context	Essex County Council	Annual	Tabulated	
	To monitor the number of parks awarded Green Flag Status	Context	Local Authority	Annual	Tabulated	Dependent upon Local Authority applying for status.
	To monitor the number of landscape or built environment designations.	Context	Local Authority	Annual	Tabulated	
10) To reduce contributions climatic change.	Changes in the travel to Work mode of transport	Context	Learning Skills Council		Mapped / Graph	

11) To improve water quality.	Changing water quality.	Context	Environment Agency	Annual	Mapped / Graph	
12) To improve the air quality.	AQMA designations or threshold designations	Context	National Air Quality Management Centre	Annual	Graph	

Further Mechanisms for Monitoring the Core Strategies Performance

Colchester Borough Council have previously commissioned work from the Applied Environmental Research Centre Ltd to formulate Environmental baseline information, this and further reports related to the changing environment within Colchester may be a helpful aid in the monitoring process. The final chapter of the Colchester Borough Core Strategy outlines the monitoring implementation framework. Similarly to the approach adopted in the SEA/SA assessment of the Core Strategy, Colchester Borough Council have highlighted that an appropriate framework for monitoring the performance of the strategic vision and the strategic polices is to outline appropriate indicators the are relevant to particular policies.

Appendices

Appendix 1 – Review of the Plans and Programmes

Review of the Plans and Programmes

Plan/ Programme	Key objectives relevant to the plan and SA	Key targets and indictors relevant to plan and SA	Issues for consideration in SEA
International			
European and international Sustainability Development Strategy	• Limit climate change and increase the use of clean energy. • Address threats to public health. • Manage natural resources more responsibly. • Improve the transport system and land use management.	* Each of the objectives has a set of headline objectives and also measures at the EU level. Headline Objectives; * The EU will meet its Kyoto commitment. Thereafter, the EU should aim to reduce atmospheric greenhouse gas emissions by an average of 1% per year over 1990 levels up to 2020. * The union will insist that the other major industrialised countries comply with their Kyoto targets. This is an indispensable step in ensuring the broader international effort needed to limit global warming and adapt to its effects. * Break the link between economic growth, the use of resources and the generation of waste. * Protect and restore habitats and natural systems and halt the loss of biodiversity by 2010...	All developments should be designed to be compliant with the broad guidelines and targets stipulated in the European and International Sustainability Development Strategy.
European Spatial Development Perspective (May, 1999)	Spatial development policies promote sustainable development of the EU through a balanced spatial structure; • Development of a balanced and polycentric urban system and a new	• Comprehensive information at the international level that may be used for the baseline data.	Ensure that, as they develop, urban and rural areas are interlinked. Transportation should be sustainable in nature where possible and should be accessible by all.

	urban-rural relationship; • Securing parity of access to infrastructure and knowledge; and • Sustainable development, prudent management and protection of nature and cultural heritage.		
European Community Biodiversity Strategy	* Anticipate, prevent and attack the causes of significant reduction or loss of biological diversity at the source.	* No relevant targets.	Ensure that environmental mitigation measures form part of any development where relevant.

Environment 2010: Our Future, Our Choice **The Sixth Environment Action Programme of the European Community**	• Tackle climate change, • Protect nature and wildlife, • Address environment and health issues, • Preserve natural resources and manage waste.	* Reduce greenhouse gas emissions by 8% compared with 1990 levels by 2008 – 12 (as agreed at Kyoto); * Reduce global emissions by approximately 20-40% on 1990 levels 2020; * Tackle the long term goal of a 70% reduction in emissions set by the Intergovernmental Panel on Climate Change. Reduce the quantity of waste going to final disposal by 20% on 2000 levels by 2010 and in the order of 50% by 2050.	All developments should be designed with consideration of Green Issues.
Draft European Constitution 2003	Aid to promote culture and heritage conservation where such aid does not affect trading conditions and competition in the Union to an extent that is contrary to the common interest. (Sub-section 2 Aid Granted To Member States Article III-167 paragraph 3d) Action by the Union shall be aimed at encouraging cooperation between Member States and, if necessary, supporting and complementing their action in the following area: Conservation and safeguarding of cultural heritage of European significance. (Adapted from Section 3. Culture. Article III-280 paragraph 2b).		Conservation and the safeguarding of cultural heritage should be paramount when designing new development. The only caveat to this is that trading conditions and competition in the Union should not be compromised to an extent which is contrary to common interest.

European Convention on	To seek to reconcile and combine the respective requirements of		Archaeologists and town / regional planners will need to liaise during the

the Protection of the Archaeological Heritage (Revised) **Valetta, 16.1.1992**	archaeology and development plans by ensuring that archaeologists participate in planning policies designed to ensure well-balanced strategies for the protection, conservation and enhancement of sites of archaeological interest in the various stages of development schemes. This is to ensure that archaeologists, town and regional planners systematically consult one another in order to permit the modification of development plans likely to have adverse effects on the archaeological heritage to ensure that environmental impact assessments and the resulting decisions involve full consideration of archaeological sites and their settings. (Adapted from Article 5 - Integrated conservation of the archaeological heritage).		planning process to ensure the respective requirements of archaeology and development plans are taken into account.
Water Framework Directive (England and	• Aims to ensure good quality water environment that has regard to the economic, environmental and social characteristics of the locality.	All inland aquatic environments should reach at least good status by 2015.	Ensuring the appropriate delivery of high quality water environments will ensure the delivery of a well balanced water environment ensuring that the

Wales) Regulations Directive 2000/60/EC	• Aims to improve the quality of the aquatic environments.		types of biodiversity shall be present in the water that are anticipated.
EU Wild Birds Directive (79/409/EEC)	• The EU Birds Directive is a primary tool for delivering against EU obligations under global Conventions, including the Convention on Biological Diversity (CBD), the RAMSAR and Bonn Conventions and the plan of implementation of the World Summit on Sustainable Development. • Ultimately the EU Birds Directive aims to take measures to protect all bird species, their sites and habitats. • Seeks to classify Special Protection Areas (SPA's), maintain SPA's in a favourable conservation status, regulate the hunting of certain species listed in Annex II of the Directive	Halt biodiversity decline by the year 2010.	Baseline data shall identify any Special Protection Areas evident within the Borough of Colchester. The SEA shall determine whether any proposals are likely to impact on the SPA's.
EU Nitrates Directive	This Directive has the objective of; • Reducing water pollution caused or induced by nitrates from agricultural sources, and • Preventing further such pollution.	Waters affected by pollution and waters which could be affected by pollution if action is not taken shall be identified by the Members States. Member states have a 2 year period following the notification of this Directive designate as vulnerable zones all areas of land in their territories. Where water has been identified as vulnerable a code	The baseline data shall establish the nitrate concentrations within relevant aquatic environments.

		of practice for agricultural practice shall be established on a voluntary basis, set up training and information where necessary.	
EU Habitat Directive Council 92/43/EEC	• Aims to maintain and restore the natural habitats and the populations of species of wild fauna and flora at a favourable status. • Set up a coherent network of sites called Natura 2000 including SPA's.	Set up Natura 2000 sites including SPA's	Baseline data shall identify any Special Protection Areas evident within the Borough of Colchester. The SEA shall determine whether any proposals are likely to impact on the SPA's.
Waste Framework Directive, Council 75/442/EEC	• Aims to prevent or reduce the waste production and harmfulness by; • The development of clean technologies more sparing in their use of clean technologies more sparingly in their use of natural resources; • The use of waste as a source of energy.		The SEA shall seek to ensure that the Core Strategy seeks to prevent and reduce waste production.
National			
PPS1; Delivering Sustainable Development	• Making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life; • Contributing to sustainable economic development; • Protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;	Indicators; • Accessibility for all members of the community to jobs, health, housing, education, shops, leisure and community facilities. Target; • Development policies should avoid unnecessary detail and should concentrate on	Make suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life. All development will need to either protect or enhance the natural and historic environment where applicable. New development will also have to be integrated into existing urban form.

Ensuring high quality development through good and inclusive design, and the efficient use of resources; ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community. Design; • Be integrated into the existing urban form and the natural and built environments; • Respond to their local context and create or reinforce local distinctiveness; • Are visually attractive as a result of good architecture and appropriate landscaping. Maintain and improve the local environment and help to mitigate the effects of declining environmental quality through positive policies on issues such as design, conservation and the provision of public space. (Para 18) Create safe and accessible environments where crime and disorder or fear of crime does not	guiding overall scale, density, massing, height, landscape, layout and access of new development in relation to neighbouring buildings.	Development should display high quality design and it is imperative that efficient use is made of resources to create safe and sustainable communities with good access to jobs and services for all.

undermine quality of life or community cohesion; and respond to their local context and create and reinforce local distinctiveness. New design is visually attractive as a result of good architecture and appropriate landscaping. (Adapted from Para 36) Planning policies should seek to protect and enhance the quality, character and amenity value of the countryside and urban areas as a whole. A high level of protection should be given to most valued townscapes and landscapes, wildlife habitats and natural resources. (Para 17) Planning authorities should plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.		
	No applications to be approved where it is considered that the design is inappropriate in its context or fails to improve the quality or functionality of the area.	Applications for development which is inappropriate in its context or fails to improve the quality or functionality of the area will not be approved.

	Good design should be integrated into the existing urban form and the natural and built environments.		
PPG3; Housing	• New housing and residential environments should be well designed and should make a significant contribution to promoting urban renaissance and improving the quality of life; 1. Promote good design in new housing developments in order to create attractive, high-quality living environments in which people will choose to live; 2. Create places and spaces with the needs of people in mind, which are attractive, have their own distinctive identity but respect and enhance local character; 3. Promote designs and layouts which are safe and take account of public health, crime prevention and community safety considerations; 4. Focus on the quality of the places and living environments being created and give priority to	Indicator – Urban capacity identified in the Local Authorities Urban Capacity Studies. Indicator; Local planning authorities should develop a shared vision with their local communities of the types of residential environments they wish to see in their area. Targets With exception of flats, new housing should have at least 50 sqm of usable garden space which is not directly overlooked by neighbouring properties; Rear gardens should be at least 10 metres in depth. This may be reduced if the developer can demonstrate that there is a benefit in designing wide fontage houses in which garden area would exceed 50 metres;	The government is committed to maximising the re-use of Brownfield land and therefore development should be concentrated within these areas whenever possible. Please see list of targets for the Governments' development guidelines. Provision for housing must be made for all within housing developments. New developments should have their own identity but respect and enhance local character. Layouts should be safe and take account of public health and crime prevention and priority should be given to the needs of pedestrians. Housing should also be designed to be energy efficient.

	the needs of pedestrians rather than the movement and parking of vehicles; 5. Avoid inflexible planning standards and reduce road widths, traffic speeds and promote safer environments for pedestrians; 6. Promote the energy efficiency of new housing where possible; • Provide wider housing opportunity and choice and a better mix in the size, type and location of housing than is currently available, and seek to create mixed communities; • Provide sufficient housing land but give priority to re-using previously-developed land within urban areas, bringing empty homes back into use and converting existing buildings, in preference to the development of greenfield sites; and • Create more sustainable patterns of development by building in ways which exploit and deliver accessibility by public transport to jobs, education and health facilities, shopping, leisure and local	Small north facing gardens should be developed; Flat developments should provide a reasonable amount of communal amenity space per unit of accomodation; By 2008 60% of additional housing should be provided on previously developed land and through conversions of existing buildings; and For new housing developments housing densities of 30-50 dwellings per hectare ensure land is utilised efficiently.	

	services.		
	• Seek to reduce car dependence by facilitating more walking and cycling, by improving linkages by public transport between housing, jobs, local services and local amenity, and by planning for mixed use; and		Development must be as sustainable as possible and built in a manner which delivers accessibility to jobs and key services by public transport, minimising the need for private car use.
	• In locations, such as town centres, where services are readily accessible by walking, cycling or public transport;		
	• The development can be designed sympathetically and laid out in keeping with the character of the village using such techniques as village design statements.		
PPG4; Industrial, Commercial Development and Small Firms	Encourage new development in locations which minimise the length and number of trips especially by motor vehicles; Encourage development in locations that can be served by more energy efficient modes of transport (this is particularly important in the case of offices, light industrial development and campus style developments such as science and business parks likely to		New industrial or commercial development must be designed with the viability of alternative forms of transport in mind. This is in order to reduce the chances of congestion and to promote sustainable forms of transportation.

	have large numbers of employees); Discourage new development where it would be likely to add unacceptably to congestion; The characteristics of industry and commerce are evolving continuously, and many businesses can be carried on in rural and residential areas without causing unacceptable disturbance through increased traffic, noise, pollution or other adverse effects. In areas which are primarily residential, development plan policies should not seek unreasonably to restrict commercial and industrial activities of an appropriate scale - particularly in existing buildings - which would not adversely affect residential amenity Few firms, especially small ones, can afford to build their own premises, and developers who provide unit factories, offices and other premises suitable for small firms are contributing to the expansion of the economy and of employment. Planning applications for speculative development should be considered on their land-use planning merits. (para.24)		Commercial and industrial activities will be allowed in residential areas providing they are of an appropriate scale and do not affect residential amenity. Applications for speculative development should be considered on their land-use planning merits.
PPS6;	Key objective – Is to promote town	Local Authorities are to collect	Promote town centre regeneration by

| Planning for Town Centres | centre vitality and viability by;

• Promoting and enhancing existing centres, by focusing development in such centres and encourage a wide range of services in a good environment, accessible to all.

• 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;
• Improving accessibility, ensuring that existing or new development is, or will be accessible and well served by choice of means of transport.
• To deliver more sustainable patterns of development, ensuring that locations are fully exploited through high density, mixed use development and promoting sustainable transport choices, including reducing the | information which may be utilised as key indicators;

• Diversity of main town centre uses (by number, type and amount of floorspace).
• The amount of retail, leisure and office floorspace in edge-of-centre and out-of-centre
Locations.
• Pedestrian flows (footfall).
• Accessibility
• Customer and residents' views and behaviour.
• Perception of safety and occurrence of crime.
• State of the town centre environmental quality. | enhancing consumer choice, improving accessibility, employing high density development practices and regenerating deprived areas.

Promote high quality and inclusive design, improve the quality of the public realm and open spaces and protect and enhance the architectural and historic heritage of centres.

Developments need to enhance consumer choice for all, making provision for a range of shopping, leisure and local services.

Development needs to be of a sustainable nature, with services able to be accessed by forms of transport other than private car.

Investment should be encouraged and promoted in deprived areas. |

	need to travel and providing alternatives to car use. • To promote social inclusion, ensuring that communities have access to a range of main town centre uses, and that deficiencies in provision in areas with poor access to facilities are remedied; • To encourage investment to regenerate deprived areas, creating additional employment opportunities and an improved physical environment; • To promote economic growth of regional, sub-regional and local economies; • To promote high quality and inclusive design, improve the quality of the public realm and open spaces, protect and enhance the architectural and historic heritage of centres, provide a sense of place and a focus for the community and for civic activity and ensure that town centres provide an attractive, accessible and safe environment for businesses, shoppers and residents.		
PPS7; **Sustainable**	• Planning authorities should ensure that development		All rural developments need to be in keeping with the existing character

Development in Rural Areas	respects and, where possible, enhances the rural area. It should also contribute to a sense of local identity and regional diversity and be of an appropriate design and scale for its location; • Planning authorities should take a positive approach to innovative, high-quality contemporary designs that are sensitive to their immediate setting and help to make country towns and villages better places for people to live and work; • Thriving, inclusive and sustainable rural communities, ensuring people have decent places to live by improving the quality and sustainability of local environments and neighbourhoods; and Continued protection of the open countryside for the benefit of all, with the highest level of protection for our most valued landscapes and environmental resources.		and aesthetics. High-quality contemporary designs that are sensitive to their immediate setting should be championed. Improve the quality and sustainability of local environments and neighbourhoods. Enable the continued protection of the open countryside for the benefit of all.
Planning Policy Guidance 8 – telecommunications	Local Planning Authorities are encouraged to respond positively to telecommunications development proposals; they should take account of the advice on the protection of urban	N/A	The SEA should seek to ensure that the SEA objectives aim to ensure that the principles related to telecommunications development are accounted for.

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(Office of the Deputy Prime Minister)	and rural areas. In Greenbelts, telecommunications development is likely to be inappropriate unless it maintains openness. Facilitate the growth of new and existing telecommunications systems whilst keeping impact to a minimum.		
PPS9; Biodiversity and Geological Conservation	• To promote sustainable development by ensuring that biological and geological diversity are conserved and enhanced as an integral part of social, environmental and economic development. • To conserve, enhance and restore the diversity of England's wildlife and geology. • To contribute to rural renewal and urban renaissance. Plan policies on the form and location of development should take a strategic approach to the conservation, enhancement and restoration of biodiversity and geology, and recognise the contributions that sites, areas and features, both Individually and in combination, make to conserving these resources (Para 1 (iii)).	• The location of designated sites of importance for biodiversity and geodiversity, making clear distinctions between the hierarchy of international, national, regional and locally designated sites; • Identify areas or sites for restoration or creation of new priority habitats which contribute to regional targets; • Quantity of use of previously developed land for new development (previously developed land makes a major contribution to sustainable development by reducing the amount of courtside and undeveloped land that needs to be used);	To promote sustainable development by ensuring that biological and geological diversity are conserved and enhanced. Any new development should incorporate existing biodiversity or geological conservation. Planning obligations should be used where appropriate to ensure conservation in approved developments.

	• Where sites have significant biodiversity or geological interest of recognised local importance, local planning authorities, together with Developers, should aim to retain this interest or incorporate it into any development of the site (Para 13). • Development proposals provide many opportunities for building-in beneficial biodiversity or geological features as part of good design. When considering proposals, local planning authorities should maximise such opportunities in and around developments, using planning obligations where appropriate (Para 14).		
PPS10; Planning for Sustainable Waste Management	* Ensure the provision of waste management facilities in appropriate locations.	PPS 10 states that as a minimum monitoring should include changes in the stock of waste management facilities, waste arising and the amounts of waste recycled, recovered or going for disposal (may be utilised as indicators or to derive targets).	Any new development must have adequate provision of waste facilities in appropriate locations.
PPS12 – Local Development Framework	Provides information on what is anticipated to be included in a Core Strategy, and the process for adoption.	Not relevant.	This guidance may be useful for contextual reasons.

| PPG13;
Transport | • 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.

• Reduce the need to travel, especially by car.

• Encourage the shared use of parking, particularly in town centres and as part of major proposals
• Improving the attractiveness of urban areas and allowing efficient use of land;

The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to:
1. promote more sustainable transport choices for both people and for moving freight;
2. promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and
3. reduce the need to travel, especially by car. (para. 2)

The car will continue to have an | | Any new development must contain or promote more sustainable and inclusive transport choices, reducing the need to use a private car.

It is recognised that the provision of |

important part to play and for some journeys, particularly in rural areas, it will remain the only real option for travel. (para. 5)		public transport or pedestrian areas will not always be feasible.
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. (para. 6 obj. 5)		Development in rural areas should be centred on focal points in order to encourage better transport provision.
Allocate sites which are (or will be) highly accessible by public transport for travel intensive uses (including offices, retail, commercial leisure, hospitals and conference facilities), ensuring efficient use of land, but seek, where possible, a mix of uses, including a residential element; and allocate sites unlikely to be well served by public transport for uses which are not travel intensive. (para. 21)		Developments need to be easily accessible by a variety of transport types and should also be of a mixed use. This is particularly important for rural areas.
In rural areas… The objective should be to ensure that jobs, shopping, leisure facilities and services are primarily sited at the most accessible locations in the local area, or where accessibility will be improved as a result of the local transport plan		

	provision or other measures that the local authority intends to take. (para. 40)		
PPG14; Development on Unstable Land	* Ensure that development is suitable and that the physical constraints on the land are taken into account.	* No relevant targets.	Ensure that development is suitable and that the physical constraints on the land are taken into account.
PPG15; Planning and the Historic Environment.	In general it is better that old buildings are not set apart, but are woven into the fabric of the living and working community. They need to be carefully designed to respect their setting, follow fundamental architectural principles of scale, height, massing and alignment, and use appropriate materials (Para 2.15).

Applicants for listed building consent will need to show why works which would affect the character of a listed building are desirable or necessary. They should provide the local planning authority with full information, to enable them to assess the likely impact of their proposals on the special architectural or historic interest of the building and on its setting.

Special regard should be had for such matters as scale, height, form, massing, and respect for the traditional pattern of frontages, vertical or horizontal emphasis, and detailed design (e.g. the scale and spacing of | Number and percentage of regional strategies including benefits of historic environment

Loss or damage to nationally and regionally important historic sites and features

Proportion of region covered by historic landscape characterisation, backed by appropriate development plan policies

Number and percentage of registered/designated historic assets covered by management plans

Number of traditional building products available | New buildings do not have to copy their older neighbours in detail: some of the most interesting streets in our towns and villages include a variety of building styles, materials, and Forms of construction, of many different periods, but together forming a harmonious group (Para 2.14).

Authorities are reminded that permitted development rights should not be restricted without good reason; but there will nevertheless be cases where it will be desirable to invoke this power to ensure that the immediate setting of a Listed building is protected when minor development is proposed (Para 2.20).

Policies will need to be designed to allow the area to remain alive and prosperous, and to avoid unnecessarily detailed controls over businesses and householders, but at the same time to ensure that any new development accords with the area's special Architectural and historic interest (Para |

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	window openings, and the nature and quality of materials). The GDO requires planning applications for certain types of development in conservation areas which are elsewhere classified as permitted development. These include: • various types of cladding; • the insertion of dormer windows into roof slopes; • the erection of satellite dishes on walls, roofs or chimneys fronting a highway; • And the installation of radio masts, antennae or radio equipment housing with a volume in excess of two cubic metres (unless the development is carried out in an emergency). The size of house and industrial extensions that may be carried out without specific planning permission is also more restricted (Para 4.21). The Secretary of State will generally be in favour of approving directions in conservation areas where these are:		4.16). The Courts have recently confirmed that planning decisions in respect of development proposed to be carried out in a conservation area must give a high priority to the objective of preserving or enhancing the character or appearance of the area. If any proposed development would conflict with that objective, there will be a strong presumption against the grant of planning permission, though in exceptional cases the presumption may be overridden in favour of development which is desirable on the ground of some other public interest (Para 4.19).

	• backed by a clear assessment of an area's special architectural and historic interest, • where the importance to that special interest of the features in question is established, • where the local planning authority can demonstrate local support for the direction, and • Where the direction involves the minimum withdrawal of permitted development rights (in terms of both area and types of development) necessary to achieve its objective (Para 4.23). New buildings should not directly imitate earlier styles, but should be designed with respect for their context, as part of a larger whole which has a well-established character and appearance of its own (Para 4.17).		
PPG 16; Archaeology and Planning	The desirability of preserving an ancient monument and its setting is a material consideration in determining planning applications whether that monument is scheduled or	Useful source for baseline data, indicators and potential target formation – Royal Commission on the Historical Monuments of England (RCHME).	Developments in close proximity to areas of archaeological interest will either be severely mitigated or impossible.

	unscheduled**.** Developers and local authorities should take into account archaeological considerations and deal with them from the beginning of the development control process (para 18).		
PPG17; Planning for Open Space, Sport and Recreation	• Improve the quality of the public realm through good design; • Provide areas of open space in commercial and industrial areas; • Enhance the range and quality of existing facilities • Encourage better accessibility of existing open spaces and sports and recreational facilities, taking account of the mobility needs in the local population; • Promote accessibility by walking, cycling and public transport, and ensure that facilities are accessible for people with disabilities;	Local Authorities are required to undertake robust assessments of the existing and future needs of their communities for open space, sports and recreational facilities.	Encourage better accessibility of existing open spaces and sports and recreational facilities, taking account of the mobility needs in the local population. Improve the quality of the public realm through good design. Provide areas of open space in commercial and industrial areas.
PPG19: Outside Advertisement Control	The main purpose of the advertisement control system is to help everyone involved in the display of outdoor advertising to contribute positively to the appearance of an attractive and cared-for environment in cities, towns and the countryside. (Para. 2). The appearance of a good building can easily be spoiled by a poorly designed	Number of advertisements or signs that are alien to the building's design or fabric.	Ensure that the advertisement control system is deliverable at local authority level to help involved parties. The issues outlined in National Guidance concerning sensitive design practices are reflected in the SEA objectives.

	or insensitively placed sign or advertisement, or by a choice of advertisement materials, colour, proportion or illumination which is alien to the building's design or fabric. Too often, outdoor advertisements seem to have been added to a building as an afterthought, so that they appear brash, over-dominant or incongruous. (Para. 4).		
PPG20; Coastal Planning	• To conserve, protect and enhance natural beauty of the coasts, including their terrestrial, littoral and marine flora and fauna, and their heritage features of architectural, historical and archaeological interest. • To facilitate and enhance the enjoyment, understanding and appreciation by the public of heritage coasts by improving and extending opportunities for recreational, educational, sporting and tourist activities that draw on, and are consistent with conservation of their natural beauty and the protection of their heritage features.	Baseline data regarding the amount of development within the coastline and size of coastal sites.	Ensure that new developments are sympathetic to existing coastal land uses and heritage features. New development should extend opportunities for either recreational, educational, sporting or tourist activities without detrimentally affecting the visual amenity or heritage of the area.

PPG21; Tourism	The Government is committed to encouraging tourism in Britain while at the same time conserving those qualities in the environment that are a major attraction for tourism. Its policy is directed at securing a proper balance between: - maximising the economic and employment benefits that tourism can bring; - promoting geographical and seasonal spread of tourism; - encouraging the development of non-traditional destinations as well as the more popular visitor locations; - respecting the needs of the tourist industry and its customers; - safeguarding of the environment; and - protecting the interests of the communities that cater for its needs, but feel its effects. (Para. 3.13). Tourism benefits from a range of Government assistance made available to cultural, artistic and sporting activities; for the conservation and preservation of ancient monuments and historic buildings and the countryside and its wildlife; and to help business development in areas of particular need. Conversely, these and		New proposals should facilitate and encourage development and improvement in tourist provision The provision of geographical and seasonal tourism, encouragement of both non-traditional and traditional destinations needs to be tempered with a respect for the environment. Tourism which in itself respects the environment should be promoted where possible.

	many other activities benefit greatly from the income from tourists. (Para. 3.14) Four main principles: - supporting the development of the industry in ways which contribute to, rather than detract from, the quality of the environment; - promoting the understanding of environmental quality concerns within the industry and of the need to improve the quality of its service and its products; - ensuring through the regional tourist boards and Training and Enterprise Councils that managers in tourism adopt visitor management techniques that can mitigate the impact on the environment; - encouraging those types of tourism which in themselves aim to safeguard the environment. (Para. 3.15)		
PPS22; Renewable Energy	* Encourage the appropriate development of further renewable energy schemes.	* Government target set out in the Energy White Paper is that 'by 2010 we should generate 10%of electricity from renewable sources, with the aspiration that this increases to 20% by 2020'.	The possibility of incorporating relevant renewable energy sources should be considered in new developments at the design stage.
PPS23; Planning and Pollution	Government objectives set out in DETR Circular 02/2000 Contaminated Land, these are;	The Kyoto Protocol agreed targets are outlined in PPS23, they include;	New developments should seek to minimise the adverse effects of potentially polluting activities through

Control			good design practices.
	* to identify and remove unacceptable risks to human health and the environment; * to seek to bring damaged land back into beneficial use; and * To seek to ensure that the cost burdens faced by individuals, companies and society as a whole are proportionate, manageable and economically sustainable. The overall aim of PPS23 is; * To ensure the sustainable and beneficial use of land (and in particular encouraging reuse of previously developed land in preference to Greenfield sites). * Ensure that polluting activities that are necessary for society and the economy minimise the adverse effects.	* To reduce greenhouse gas emissions by 12.5% below base year (1990) levels by 2008-2012. * Cut carbon dioxide emissions by 20% below 1990 levels by 2010. Energy White Paper Targets outlined; * Reduction of carbon dioxide emissions by 60% from current levels by 2050. Indicators may be derived from the – Air Quality Strategy for England, Scotland, Wales and Northern Ireland, published in 2000.	Damaged and Brownfield land should be sought as favourable locations for new development.
PPG24; Planning and Noise	• Minimise the impact of noise without placing unreasonable restrictions on development; • planning conditions should be imposed to ensure that the effects of noise are mitigated as far as possible. For example, intervening buildings or structures (such -as garages) may be designed to	* Contains Noise Exposure Categories.	Any new proposals should seek to mitigate, through measures such as noise barriers, any potential implications of noise that may arise from the development.

	serve as noise barriers; and • Consideration of potential new development near major new or recently improved roads, the local planning authorities should ascertain forecast noise levels (eg over the next 15 years) with the assistance of the local highway authority.		
PPG25; Development and Flood Risk	• Reduce the risks to people and the developed and natural environment from flooding; • Developers should fund the provision and maintenance of flood defences that are required because of the development; and • Development needs to be of a design and with an appropriate level of protection to ensure that the risk of damage from flooding is minimised, while not increasing the risk of flooding elsewhere.	Locations and indicators within the baseline data within this report.	Any developments that will/may because the provision and/or maintenance of flood defences must contain mitigation measures or funding provisions and be outlined at the proposal stage.
Securing the Future Delivering UK Sustainable Development Strategy (March, 2005)	Guiding principles for the 2005 UK Sustainable Development Strategy; • Living within environmental limits. • Ensuring a strong, healthy and just society. • Achieving a sustainable economy. • Promoting good governance • Using sound science responsibly.	* Very comprehensive list of targets and indicators in chapter 7 of the document.	New developments should seek to create strong and sustainable communities.

ODPM By Design, Urban Design In The Planning System May 2000	Successful urban design depends on: ▪ a clear framework provided by development plans and supplementary guidance delivered consistently, including through development control; ▪ a sensitive response to the local context; ▪ judgements of what is feasible in terms of economic and market conditions; ▪ an imaginative and appropriate design approach by those who design development and the people who manage the planning process. Good Design should: • Promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture. • Promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public areas.	* No Targets / Indicators (Good urban design is rarely brought about by a local authority prescribing physical solutions, or by setting rigid or empirical design standards).	Any new developments should adhere to the design implications as stipulated in, *'By Design, Urban Design In The Planning System.'* ODPM May 2000*.

	• promote public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including disabled and elderly people • promote accessibility and local permeability by making places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport • promote legibility through development that provides recognisable routes, intersections and landmarks to help people find their way around • promote adaptability through development that can respond to changing social, technological and economic conditions • promote diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs (Adapted from pages 8-9; 14-15)		
ODPM	Under the Disability Discrimination Act	Target:	Developing an inclusive environment

Planning and Access For Disabled People 2003	1995 it is unlawful for employers (where they employ more than 15 persons) and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for a reason related to their disability - or by failing to comply with a duty to provide reasonable adjustments…. ….this duty can require the removal or modification of physical features of buildings - provided it is reasonable. In deciding whether an adjustment is reasonable, both the costs and practicability of any adjustment and the financial resources of the employer or service provider would be considered. (paragraph 3.3.3)	100% of new developments to have inclusive disabled access design.	will have a substantial and positive effect on society as an estimated 20% of the adult population, some 11.7 million people, have a disability. According to the Institute for Employment Studies (1999) their estimated spending power is £51.3bn. (paragraph 3.2.1) This percentage is set to increase dramatically over the next few decades, as UK demographics shift towards an increasingly elderly population. Indeed, over the next 40 years, the number of people over 65 is set to rise by 40%, while the population as a whole is set to increase by only 7%. (paragrapgh 3.2.2) It is significantly more cost-effective to provide for inclusive access at the design stage than to make retrospective adjustments during the construction phase or after occupation. Additional costs can be marginalised or eliminated if inclusive design is considered at an early stage. (paragraph 3.3.3)
Disability Rights Commission: Briefing: Inclusive	Access Statements - By stating their intention and objectives to make their building inclusive and accessible, the client will be easing the passage of their project through the various	Target: 100% of new developments must be designed to have inclusive disabled access.	Developers should state their intention to make their building(s) inclusive and accessible and similarly stating their objectives and intentions to make their developments accessible.

Design – Creating Inclusive Environments.	statutory control mechanisms and compiling a body of evidence about how they have sought to ensure their premises will be accessible to disabled people and all other users. The access statement will be of particular significance in relation to alterations to existing buildings. By preparing an access statement, the building owner or service provider will demonstrate that they have fully considered the access requirements of disabled people and have described how they intend to meet them. (paragraph 5.16)		
Disability Rights Commission Access Statements, Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of buildings and spaces 2005	An Inclusive Environment does not, and cannot, attempt to meet every need of every individual who will use it. However, it should consider people's diversity and minimise unnecessary barriers and exclusions, something which will often benefit society as a whole. It should certainly address the fact that many people currently remain unnecessarily 'disabled' by the design and management of existing environments. **A fully inclusive built environment is one which:** • Provides equitable access • Allocates appropriate space for people	Target: 100% of new developments to be designed for inclusive disabled access.	All new deveopments must be as fully inclusive as possible, adhering to the guidance laid down by the Disability Rights Commission.

	• Ensures ease of use, comprehension and understanding • Requires minimal stress, physical strength and effort • Achieves safe, comfortable and healthy environments		
DDA Codes of Practice and Part M of the Building Regulations	Please see Appendix 4.	*See above*	Please see Appendix 4.
'Secured by Design' ACPO CPI June 2004	The government recognises that much deeper emphasis needs to be placed on the quality of design and planning. Designing for community safety is a central part of this, and the core principles apply not only to residential but also to other forms of development. (Para 1.1) Secured by Design aims to achieve a good overall standard of security for buildings and for the private and public spaces around them. Through the introduction of appropriate design features that facilitate natural surveillance and create a sense of ownership and responsibility for every part of the development, criminal and anti-social behaviour within the curtilage of grounds of an estate can	The number of criminal offences and recordings of anti-social behaviour in *Secured by Design* developments in comparison to those without Secured by Design initiatives in place. The perceived level of criminal activity and anti-social behaviour and the fear of crime by residents in comparison to the residents of other developments.	Design issues including lighting, vehicle parking, ownership of the local environment and landscape design are all referred to within SEA objectives and will be appraised against objectives of design that are sensitive to their immediate setting in the compatibility section of the SEA. Secured by Design initiatives conform with the SEA and national objective of creating "attractive, high quality living environments in which people will choose to live." (PPG3 para 2) The incorporation of (Secured by Design) footpaths and cycleways into developments are relevant to SEA objectives regarding sustainable transport methods and their promotion,

	be deterred. (Para. 1.10) These design features include secure vehicle parking, adequate lighting of communal areas, fostering a sense of ownership of the local environment, control of access to individual and common curtilages, defensible space, and landscape design supporting natural surveillance and safety. (Para. 1.10) Vehicular and pedestrian access routes are often problematic from a crime deterrent point of view, and the planning issues can be challenging to resolve…in the interests of good urban planning, new development must provide adequate access to meet functional and recreational needs…however, multiple footpaths and points of access can make crime easier to commit by providing a choice of alternative escape routes from the scene of the crime. Careful attention to the disposition and design of access, and in some cases limiting the means of access to developments and to buildings, can assist in reducing opportunities for crime. Roads to groups of buildings should be designed to create a sense of identity, privacy and shared ownership.		as well as those regarding public health and safety. Landscaping and planting (and buffering) are relevant to incorporating open space and biodiversity into developments; a key consideration for SEA. Issues of incorporating improved lighting into developments has SEA implications concerning building and heritage conservation.

Footpaths and cycleways should only be provided if they are likely to be well used. The position of planting and choice of species should be such that hiding places are not created. Thorny species of shrub can help to deter intruders. Footpaths and cycleways should be lit up in built areas, except where the route is passing through woodland or an ecologically sensitive area, in which case an alternative lit route should be made available, such as a footway alongside a road. Property boundaries, particularly those at the side and rear, which adjoin public land, need to be secure. Windows should not provide easy access from public land. A substantial buffer planted on the outside of the fence line may help to discourage intruders. Improved lighting can be effective in reducing fear of crime, and in certain circumstances reducing the incidence of crime. However, different lighting sources need to be considered for different environments – the character of the local environment must always		

	be respected.		
Rural Strategy 2004 (Defra)	**Priorities** The Government's three objectives for rural policy are: **Economic and Social Regeneration** – supporting enterprise across rural England, but targeting greater resources at areas of greatest need. • Building on the economic success of the majority of rural areas • Tackling the structural economic weaknesses and accompanying poor social conditions that exist in a minority of rural areas **Social Justice for All** – tackling rural exclusion wherever it occurs and providing fair access to services and opportunities for all rural people. • Delivering a better balance between housing supply and demand • Ensuring people have decent places to live • Tackling disadvantage by reviving deprived neighbourhoods • Providing better public services • Promoting development of	**Key Indicators** • Economic performance of rural communities and businesses • Employment of rural people by sector • Social conditions of rural communities (IMD) • Housing supply and demand in rural locations • Out migration of rural people • Numbers and conditions of deprived neighbourhoods • Access to public services – public consensus and distances travelled	Implications for Sustainability appraisal include the formulation of SEA objectives, baseline information and indicators to be included in the monitoring framework

	English Regions by improving their economic performance so that they reach their full potential **Enhancing the Value of our Countryside** – protecting the natural environment for this and future generations • Protect and enhance the rural and urban environments: supporting sustainable agriculture and policies aimed at improving biodiversity. Enhance the value and natural beauty of the countryside for rural communities and for the benefit of society in general.		
UK Biodiversity Action Plan (DEFRA 1994)		Decline/rise in numbers of flagship and indigenous species throughout the District	Implications of this plan are useful in the baseline and appraisal sections of the SEA.
Regional			
Draft Regional Spatial Strategy for the East of England (RSS14) (December,	Local development documents may make provision for development in or adjacent to urban areas where the scale and location of the release: 1 will not adversely affect the need to make maximum use of previously developed land	Increase the net number of dwelling completions in or adjacent to urban areas (Policy SS3) Annual housing completions and housing commitments by region, district/unitary	Development should be concentrated in urban areas where possible, although provision exists for development outside of these areas.

2004)	and buildings and efforts to deliver sub-regional urban renaissance in accordance with the sequential approach and phased release of land, and	planning area at: • larger urban areas (over 50,000 population at 2001) *(and split into (a) policy SS2 settlements and (b) others)* • other large urban areas (between 25,000 and 50,000 population at 2001) • urban areas (between 3,000 and 25,000 population at 2001) • Smaller settlements (less than 3,000 population at 2001) • *% of all housing, business and retail development at key centres named in policy SS2 (Adapted from SS3)*	
	2 if greenfield, represents the most sustainable option by virtue of: • existing access to good quality public transport, or where the development can assist new public transport provision • utilising existing physical and social infrastructure • having good access to housing, jobs, schools, shopping and leisure facilities		
	Greenfield land releases should be appropriate in scale to the adjoining urban area.	At least 60% of all new development in the region will take place in or using previously used land or buildings. Local development documents will identify and allocate suitable previously developed land and buildings for new development with a view to contributing to this target. (Adapted from SS4)	Adhere to Local Development Documents to ensure high quality urban and rural design.
	Significant urban extensions should be large enough to provide a sustainable form of development, in relation to employment, public transport provision, and social, health, education, and community facilities provision.		
	Where urban areas adjoin local authority boundaries or are administered by more than one Local Development Document, local authorities will need to co-operate to		Local authorities will need to liaise when proposed developments have a cross boundary spatial extent or impact.

	develop strategies, establish needs and ensure the sequential approach is implemented. Co-ordinated and complementary strategies should be considered where urban areas are closely clustered. (Adapted from SS3) Local development documents will ensure that new built development: • maximises its contribution to the attractiveness and character of the local area • makes efficient use of land • for housing development: - delivers greater intensity and density of development in places with good public transport accessibility, while - respecting local building styles, character and identity • provides a mix of uses and building types where appropriate • has regard to the needs of all sectors of the community • addresses crime prevention, community safety and public health • promotes resource efficiency, and more sustainable construction, including maximum use of re-used or recycled materials and of local and traditional materials • reduces pollution • maximises opportunities for the built heritage to contribute to physical, economic and community regeneration	Achieve a net dwelling density of at least 30 dwellings per hectare (Policy SS16) Average density of housing development completed and planned by region, county and district/unitary planning area. (Policy SS16) 100% of new developments are built at the highest possible net density commensurate with an assessment of the character of the locality, and no less than 30 dwellings per hectare (Adapted from SS16) Trends in accidents	Development will need to be built in a sustainable manner which maximises its contribution to the character of the area and makes efficient use of land. Development should be of a mixed type and address crime prevention, community safety and public health.

	• maximises opportunities for access by a choice of travel modes. (Adapted from SS16)		Developments should seek to improve local landscape including the demolition or renovation of intrusive elements.
	Local authorities, in partnership with other agencies, will identify and implement proposals which: • undertake landscape improvement schemes, including renovation or demolition of intrusive elements, including the legacy of old landfill sites • improve the quality of the urban and natural environment within the 'regeneration hubs' and promote design excellence in new development (Adapted from TG/SE4)		
	Efficient use will be made of existing employment land resources. Sites for industry and commerce will be provided in: • urban areas and key market towns • locations that minimise commuting, and promote more sustainable communities, and a closer relationship between jobs and existing or proposed labour supply • locations where the maximum use of sustainable (public) transport can be made (Adapted from Policy E3)	Net changes in business (B1-B8) use land in urban (over 25,000 pop) and rural areas (inc PDL) (Adapted from Policy E3)	New commercial and industrial development should be located in areas which reduce commuting and where maximum use of sustainable transport can be made. Existing employment land resources need to be used efficiently and located in areas where maximum use can be made of sustainable forms of transport.
	Local planning authorities will monitor housing needs in co-operation with EERA, Regional Housing Board and		New housing developments must provide housing for all and by of a type and scale suitable for its immediate

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other relevant stakeholders to ensure that everyone, in urban and rural areas, has the opportunity of a decent home. Local development documents will: • require provision of a range of dwelling types and sizes to meet the assessed need of all sectors of the community based on up-to-date local housing needs studies • make provision for sites wholly for affordable housing as an exception to normal planning policies to meet rural housing need (Adapted from Policy H2)		setting. Planning authorities will monitor housing needs in co-operation with EERA and other relevant stakeholders.
1. improve opportunities for all to access jobs, services and leisure/tourist facilities 3. reduce the need to travel / widen travel choice: increasing and promoting opportunities for travel by means other than the private car, particularly walking, cycling and public transport, improving seamless travel through the provision of quality interchange facilities and raising travel awareness	Increase the proportion of journeys taken by modes other than the private car from 29% in 1998 to 35% by 2020 (Policies T12 and T13)	Developments will need to maximise and promote travel choice.
The development and design of transport infrastructure, and policy will seek to protect and enhance the natural, built and historic environment, minimise environmental impact and improve safety and security by	The East of England Plan (draft RSS) makes provision for 23,900 net additional dwellings per annum to be built in the East of England between 2001 and 2021 – a total of 478,000 dwellings.	Transport infrastructure must seek to protect and enhance the natural, built and historic environment.

reducing sources of danger (Policy T11). Walking and cycling will be encouraged and provision for both will be improved. Strategic access to and within the Regional Interchange Centres (see policy T2) will integrate with pedestrian and cycle provision at the local level. Support will be given to the completion (by 2010) of the National Cycle Network in the region and linking it with local cycling networks to form continuous routes.(Adapted from Policy T12) Public transport provision will be improved and its use encouraged. Levels of public transport accessibility will be increased in line with the standards set out in table 8.1 of the East of England plan. (Adapted from Policy T13) Provide and safeguard green infrastructure based on the analysis of existing natural, historic, cultural and landscape assets, provided by characterisation assessments, and the identification of new assets required to deliver green infrastructure (Policy ENV 1). Identify biodiversity conservation areas	Increase levels of public transport accessibility in line with criteria in Table 1 in Chapter 8 (policy T13) A. Percentage of urban RIC households within 400 metres of a quarter-hourly service B. Percentage of rural households within 13 minutes walk of an hourly bus service (Policy T13) Number of planning obligations used to 'build in beneficial	Provision of walking and cycling facilities within proposed new development is likely to be looked upon favourably. Sustainable means of transport should be incorporated into the design of new developments. Green infrastructure must be safeguarded to ensure development plans are inline with Regional Policy.

and biodiversity enhancement areas, to deliver large-scale habitat enhancement for the benefit of wildlife and people. (Policy ENV 1).

Planning authorities and other agencies will seek to conserve and enhance landscape character by: developing criteria-based policies, informed by landscape character assessments to ensure that all development, wherever possible respects and enhances local landscape character and providing appropriate mitigation measures where avoidance of damage to local landscape character is unavoidable. (Policy ENV 2).

The region's biodiversity, earth heritage and natural resources will be protected by:

• promoting the restoration and re-establishment of habitats and species populations in accordance with the East of England regional biodiversity targets in appendix B and the targets set out in the UK, England and local biodiversity action plans

• identifying and safeguarding areas for habitat restoration and re-establishment, in particular for large- | biodiversity or geological features as part of good design'

Regional stock and condition of National Parks, Areas of character Nature Outstanding Natural Beauty and Heritage Coasts. National core indicator.

Progress against East of England Regional Biodiversity targets. (ENV 3- Biodiversity and earth heritage).

Number of listed buildings and buildings at risk. (ENV 5- Historic Environment).

Number Of scheduled monuments in England.
Data available: 19,594 scheduled sites at 1 April 2004, a net increase of 148 on 2003. (English Heritage)

Number of listed buildings. Data available: 371,971 entries on the list, 1 August 2004. (English Heritage)

Number Of conservation areas in England. Data available: 9,140 | All development, where possible, includes mitigation measures against possible damage to local landscape character.

Any proposed development will need to satisfy the requirements of the UK, England and local biodiversity action plan. |

scale (greater than 200 ha) habitat restoration which bring associated social and economic benefits	conservation areas in England as at 1 April 2004, a net increase of 60 on 2003 (English Heritage)	
• identifying and safeguarding regionally important geological and/or geomorphological sites (RIGS) and promoting the expansion of the number of sites receiving active conservation management	Extent of area designations in England. Data available: 994 hectares of national park, 20, 40 hectares of areas of outstanding natural beauty, 1,057km of heritage coast. (English Heritage)	
• ensuring the appropriate management and further expansion of wildlife corridors that are important for the migration and dispersal of wildlife. (Policy ENV 3).	Number of items recorded on historic environment records. Data available: 1.43 million (estimated) items on historic environment records. (English Heritage)	
Planning authorities and other agencies in their plans, policies and proposals will identify, protect, conserve and, where appropriate, enhance the historic environment of the region, its archaeology, historic buildings and areas and historic landscapes.	Extent of historic landscape characterisation. Data available: Historic landscape characterisation programme now more than half completed. (English Heritage)	Development which impact negatively on the wider historic landscape that contributes to the distinctiveness of the region is unlikely to be permitted.
Protect the wider historic landscape that contributes to the distinctiveness of the region, including scheduled ancient monuments and other nationally important archaeological sites and monuments (Adapted from Policy ENV5).	Scheduled monument consent decisions. Data available: 928 applications logged by English Heritage in 2003/04, 7increase on previous year. (English Heritage)

Conservation area consent applications determined annually by | |

		local authorities. Data available: 3,147 decisions on consent applications received in 2003/04., 5% increase on previous (English Heritage)	
East of England Regional Economic Strategy (East of England Development Agency)	**Goal one: A skills base that can support a world-class economy** • Increasing employment rates in disadvantaged communities • Supporting wider career choices for young people • Developing skills that better meet business needs • Developing higher level skills to support the knowledge economy **Goal two: Growing competitiveness, productivity and entrepreneurship** • Building a more enterprising culture • Providing a coherent and integrated business support service • Supporting the accelerated and sustained growth, productivity and competitiveness of the region's businesses • Developing the capacity of the region to engage in global markets and to improve the	**Goal one:** • Adults with basic skills • Proportion of young people / adults with no qualifications / with qualifications at NVQ levels 2/3/4 • Amount of public and private investment in workforce development (Regional LSC survey) • Participation of 18-30 year olds in Higher Education **Goal two:** • Proportion of people considering going into business • Self-Employment rates • Small firm productivity • Manufacturing exports per head • Inward investment **Goal three:** • Business expenditure on R&D as a proportion of GVA	The SEA process can draw objectives from the following areas of the Regional Economic Strategy: • Ensuring a suitable supply of homes • Social and transport infrastructure • Developing and enhancing green spaces and infrastructure • Developing cultural, heritage and leisure assets • Providing improved access to services • Ensuring transport solutions to serve economic growth in a sustainable manner • Promoting resource efficiency • The potential of renewable energy • Establishing the region as an exemplar of environmentally sustainable development.

level and quality of foreign investment into the region
- Ensuring business development adds value and vitality to local communities

Goal three: Global leadership in developing and realising innovation in science, technology and research
- Stimulating demand for research and development and knowledge transfer among the region's SME's.
- Ensuring strong links between regional universities, research institutes and the private sector
- Maintaining and building upon the quality of research establishments in the region
- Facilitating international partnerships that enable knowledge transfer and collaboration on R&D
- Making full use of the research assets and global reputation of Cambridge to achieve benefits for the region

Goal four: High quality places to work and visit
- Ensuring a suitable supply of homes to support economic growth

- Proportion of businesses having introduced new products, services and processes (Community Innovation Survey)
- Number of innovation-active businesses (Community Innovation Survey)
- HE-Business interaction: University income from collaborative research and intellectual property (HEFCE survey)

Goal four:
- Ratio of lower quartile house prices to lower quartile earnings

Goal five:
- Employment and self-employment rates in deprived areas and among disadvantaged groups
- Benefit claimant rates (key benefits)
- Health inequality (variation in district level life expectancy)
- Worklessness (Labour Force Survey)

Goal six:
- Distance travelled per

	• Ensuring the provision of social and transport infrastructure • Ensuring a high quality supply of business land and premises • Developing and enhancing green spaces and infrastructure to support economic growth • Developing culture, heritage and leisure assets for residents and visitors • Enabling renaissance and regeneration of the region's communities **Goal five: Social inclusion and broad participation in the regional economy** • Supporting those who are disadvantaged to achieve their potential • Supporting disadvantaged communities and groups to access sustainable employment opportunities • Improving prospects for better quality employment • Providing improved access to essential services • Tackling discrimination experienced by communities or individuals **Goal six: Making the most from the**	person per year by mode of transport **Goal seven:** • Selected indicators from the Regional ICT Benchmarking Survey **Goal eight:** • Waste production and recycling (household, municipal, industrial and commercial) • Sustainable consumption and production / decoupling indicators (under development by Defra)	

	development of international gateways and national and regional transport corridors • Taking advantage of the opportunities from sustainable airport expansion in the region • Making the most of our gateways to the sea • Promoting the delivery of strategic road, rail and other public transport priorities for the region • Ensuring that transport solutions serve economic growth in a sustainable manner • Understanding and addressing the importance of transport links with London **Goal seven: A leading information society** • Promoting the use of network based technologies among businesses, organisations and individuals • Ensuring that the capacity and coverage of our data communications infrastructure keeps pace with the needs of a knowledge economy • Improving the skills and ability of people to make effective use of ICT		

	• Supporting growth in the supply of network based technologies and the development of digital content **Goal eight: An exemplar in the efficient use of resources.** • Promoting the adoption of resource efficiency and environmental good practice principles • Capturing the advantages of the renewable energy potential of the region • Progressing the development of environmental goods and services businesses • Establishing the region as an exemplar of environmentally sustainable development Within the Regional Economic Strategy, Thames Gateway South Essex (including part of Rochford) is recognised as a national priority for regeneration and growth. The areas for development in this area are: • Improving aspirations and the skills base through better outcomes in schools • Focus on the existing and future skills needed by businesses through work-based		

	and lifelong learning initiatives • Support employment, entrepreneurship, business growth and inward investment in key sectors through skills development and provision of appropriate employment locations and support service infrastructure. • Tackle deprivation and build community cohesion through integrated programmes to increase social capital, community leadership and improve access to services and facilities. • Maximise investment in strategic transport infrastructure to address current deficits and meet future requirements • Develop the Green Grid South Essex to protect, enhance and increase access to environmental assets, and underpin the sustainability of communities and employment areas • Support local delivery vehicles that have the capacity to enable a step change in the equality and speed of delivery		
A Sustainable	**High Level Objectives**	**High Level Objectives and related indicators**	The Regional Sustainable Development Framework seeks to set out a range of

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| Development Framework for the East of England (East of England Regional Assembly) (2001) | • 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 achieve sustainable levels of prosperity and economic growth.**

o GDP per head.
o Annual average investment by manufacturing industry as % of GDP.
o GDP per worker
o % of businesses recognised as Investors in People
o Adoption of Environmental Management Systems (EMAS) and 'Green Accounting' by businesses
o Proportion of working age people in work.
o Number and survival of business start-ups
o Participation in training
o Qualifications at age 19.

• **To deliver more sustainable patterns of location of development, including employment and housing.**

o New homes built on previously developed land.
o Number of vacant properties | high level and comprehensive objectives. The implications of these objectives on the SEA are that it is important that they relate to the SEA objectives utilised in the appraisal of the Core Strategy.

The associated indicators with the high level objectives may be utilised to shape the sustainability framework. |

	• To avoid using the global environment to underwrite our own unsustainable way of life (e.g. dependence on unsustainably produced and/or transported food products or timber). • To revitalise town centres to promote a return to sustainable urban living. The Plan also sets out a range of key objectives related to the issues. The key objectives deemed appropriate for the analysis of the a Core Strategy include; **The Economy – Key Objectives** • To support the Regional Economic Strategy aim of making the East of England a world-class economy, renowned for its knowledge base, the creativity and enterprise of its people and the quality of life of all who live and work here. • To foster an innovation culture, exploit regional knowledge strengths, encourage world-class skills and improve access	o Number of residential units created above shops o Distance travelled to work and mode of travel o Number and length of journeys by environmentally damaging modes: car, lorry, plane o Proportion of journeys by 'green' modes: walking, cycle, bus, passenger rail, rail freight o Traffic congestion o Rate of growth of rural businesses o Availability of affordable housing, attractive streets and buildings. • **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.** o Populations of wild birds. o _ Area of semi-natural habitat lost to development o _ Area of new semi-natural	

| | to innovation and technology support.
• To promote and support economic diversity.
• To support and promote key industry sectors, small and medium sized enterprises, community-based enterprises and leading edge infrastructure and high quality environment.

Location of Growth

• To direct growth to the most environmentally, economically and socially sustainable locations.
• To provide for more equal access to affordable housing, rewarding jobs and services.
• To spread economic growth more evenly to benefit areas of deprivation.
• To concentrate development through the reuse of previously developed land and buildings and by urban extensions only where the development of Greenfield land is unavoidable.
• To maximise the efficient use of land by measures as higher density development, mixed use and avoiding over provision | habitat created
o _ Wildlife sites affected by water abstraction
o _ Loss/damage to Sites of Special Scientific Interest (SSSIs)
o _ Species at risk
o _ Buildings of Grade I and II* at risk of decay
o _ Changes in landscape features - woodland, hedges, stone walls and ponds
o _ Area of ancient semi-natural woodland

• **To reduce our consumption of fossil fuels.**

o Output of greenhouse gas and particularly CO2.
o _ Weather-related insurance claims
o _ Regional energy consumption compared with population and GDP
o _ Energy use per household
o _ Proportion of electricity generated from renewable sources
o _ Economic health and prospects of energy industry, including off-shore
o _ Proportion of total travel | |

	of car parking. • To use development to create woodlands, habitats and country parks adjacent to urban areas. • To reduce the need to travel through closer integration of housing, jobs and services. • To ensure development is not at risk of flooding, or increases flood risk elsewhere. • To guide development away from important landscape, biodiversity and historic features. • To protect landscape character, and be sustainable in the use of resources (e.g. energy, water). • To encourage developments that support the revival and sustainability of coastal towns. **Transport** • To plan for a pattern of settlement and economic activity that reduces dependence on the car and maintains access to work and essential services for non car owners. • To reduce the need to travel by car through a combination of	which is by car. o _ Transport's share of region's CO_2 emissions o _ Freight transport: tonne/miles and empty lorry miles o _ Air quality improvements measured against related illnesses o _ Tourism by mode of transport • **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.** o Variations in GDP per head within the region o _ Index of local deprivation o _ Proportion of working age people in work, by area, age band, gender and ethnicity. o _ Women in public appointments and senior positions o _ Dependency on working-age benefits, by region, ward and district o _ Percentage of working-age	

high quality transport alternatives, particularly public transport, walking and cycling networks, but also light rail, taxi and water.

- To encourage use of ICT and e-commerce as an alternative communication link to travel.
- To encourage intelligent freight practices to transfer movements to rail and water, minimise empty lorry journeys, and promote local distribution of local food products.
- To address radial (from London) dominance of routes and promote east-west links, including rail.
- To make best use of and support adequate maintenance of existing strategic road and rail infrastructure, to overcome congestion.

Rural Issues

- To restore the role of market towns as centres for sustainable development providing services, housing and employment, drawing on the principles of urban renaissance.
- To support the development of

people in workless households.
- o _ Proportion of housing unfit or lacking appropriate insulation, by area.
- o _ Availability of public services - transport, shops, banks etc by area
- o _ Access for disabled people
- o _ Fuel poverty.
- o _ Increase in number of illness-free years.
- o _ % pensioners in households with below half average income
- o _ % of children in households with below have average income
- o _ Recorded crime (by type) per 100,000 populations.

- **To use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources or recycled alternatives wherever possible.**

- o Household water use and peak demand
- o _ Low flows in rivers
- o _ Margin between water supply and projected demand

	micro-businesses, community economic development and local investment. • To encourage local provision of, and access to, jobs and services. • To sustain key services, including education, affordable housing, post offices and shops, and encourage innovative public transport solutions. • To protect and enhance the cultural heritage, distinctive landscapes, tranquillity, natural habitats and biodiversity of rural areas. • To promote more sustainable landforms of farming, tourism and informal countryside recreation. • To implement Integrated Coastal Zone Management, in order to achieve sustainable use of coastal areas. **Agriculture, Food and Forestry** • To raise the level of understanding of the tension between economic, social and environmental requirements in achieving agriculture and food	o _ % of water lost to leakage o _ Area under agri-environment schemes o _ Area converted to organic production o _ Concentration of organic matter in agricultural top-soils o _ Volumes of minerals produced in the region o _ Level of minerals and aggregate use replaced by recycled or substitute materials o _ Number of exhausted mineral sites returned to suitable use o _ Construction and demolition waste going to landfill o _ Imported mineral tonnage o _ Numbers of dwellings created by re-use of existing buildings o _ Number of buildings designed to sustainability principles • **To minimise our production of by-products or wastes, aiming for 'closed systems' where possible.**	

	production which is sustainable. • To promote the restructuring and diversification of agriculture such as establishing alternative rural businesses, including re-use of farm buildings as workspace to service the local area. • To sustain the natural environment by conserving and enhancing the landscape, wildlife, cultural and archaeological value of farmland. • To promote the sustainable use and management of woodlands. • To manage sustainable all woodland and protect existing woodland against conversion to other uses. • To promote forestry for recreation access and tourism, and the planting of new woodlands. • To recognise the social/environmental value of woodlands/orchards particularly near urban areas. **Poverty and Deprivation** • To give access to decent,	o Levels of wastes and emissions (nutrients, pesticides, herbicides). o _ Household waste and recycling o _ Rivers of good or fair quality. o _ Proportion of water needs met by local water recycling in urban and rural areas o _ Compliance with Bathing Water Directive o _ Concentrations of persistent organic pollutants o _ Air quality - number of days per year any parameter exceeds its National Standard. • **To avoid using the global environment to underwrite our own unsustainable way of life (e.g. dependence on unsustainably produced and/or transported food products or timber).** o Percentage of food, timber, and raw materials used in the region which is imported from unsustainable o sources o _ Percentage of food	

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affordable housing including affordable warmth.

- To provide for skills training and development, and social and recreational activities.
- To enhance the built environment, and to deliver co-ordinated public services, such as health, education, reliable transport, policing and social services.
- To have planning policies that foster business and social development in disadvantaged areas.
- To strengthen the social economy, including community businesses.

Health

- To narrow the income gap between the poorest and wealthiest parts of the region to reduce health differential.
- To reduce traffic growth, the environmental impacts of traffic, and improve road safety.
- To improve the provision and condition of affordable housing.
- To promote better public transport links to major hospitals.

consumed in the region that is produced locally
o _ Number of farmers markets, and local trading schemes

- **To revitalise town centres to promote a return to sustainable urban living.**

o Vacant land and properties and derelict land
o _ Proportion of new retail in town centres versus out-of-town
o _ Proportion of population living in town centres
o _ Access to local green space
o _ Quality of surroundings
o _ Noise levels
o _ Rates of fear of crime
o _ % households stating their neighbourhood has 'community spirit'

	• To promote the health advantages of walking and cycling, and community based activities. **Crime** • To plan new development to help reduce crime and fear of crime through the design of the physical, environment, and by promoting well-used streets and public spaces. • To promote recreation opportunities to help tackle the underlying causes of criminal damage by redirecting inappropriate behaviour towards positive outcomes. **Culture** • To develop a regional image and attract inward investment. • To agree cultural priorities and themes and reconcile competing demands and policies. • To increase awareness of the value of culture in tackling regeneration, job creation, economic development and social inclusion, and promote		

	opportunities to engage in cultural activity. • To conserve the existing built environment as an integral part of regional identity, and promote high quality architecture and design. • To encourage development of sporting opportunities. **Tourism** • To recognise the role of the tourism industry in supporting the maintenance of the region's natural, historic and built assets. • To promote the unique qualities of the region. • To plan and manage tourism development and activities to encourage year-round tourism, and more sustainable destinations, products and businesses (e.g. through use of a 'green audit kit'). • To protect and enhance sensitive natural and built environmental assets, such as rural tranquillity and distinctive landscapes, and ensure that tourist revenues, such as the 'visitor payback' scheme, are		

	diverted towards their management and upkeep. • To improve opportunities for tourists not to have to drive, such as public transport, green lanes, and cycling. • To encourage investment in rural tourism initiatives, including farm diversification. • To support regeneration of traditional resorts, and deprived urban centres, bringing redundant historic buildings back into use, and involve local people in the community regeneration process. • To promote local products and services to retain visitor spend within the local economy. **Learning and Skills** • To give greater focus to learning and skills in regeneration areas. **Natural Environment** • To ensure appropriate planning policies are in place and implemented to minimise adverse environmental impacts, recognise and support		

	environmental limits, and provide the highest level of protection for irreplaceable natural features (e.g. traditional species rich grassland, ancient woodlands, tranquil areas), aiming for no net environmental loss.		
	• To support standards, regulations, and economic instruments to safeguard and enhance environmental quality.		
	• To restore the full range of characteristic habitats and species to achieve BAP targets, and maintain or enhance other natural assets (e.g. reedbeds) to secure the regional stock above viable levels.		
	• To create or re-create habitats to ensure sustainable and linked species populations (e.g. Breckland and Suffolk Sandlings heaths).		
	• To support farming and countryside practices that enhances biodiversity and landscape quality by economically and socially valuable activity (e.g. grazing, coppicing, nature reserves).		
	• To encourage coastal management in accordance		

	with natural processes. • To manage water quality and water resources to maximise value to people and wildlife. **Historic and Built Environment** • To safeguard and enhance the historic environment, and re-create some historic features. • To promote local distinctiveness and pride in local identity by repairing historic buildings and areas, and by encouraging the re-use of valued buildings. • To encourage thoughtful design, high density housing and mixed-use development, which: respects its context, reflecting local distinctiveness, Incorporates well-planned open space, is accessible by a choice of alternative means of transport, includes energy and water efficiency measures, and incorporates sustainable drainage, uses locally sourced materials where possible. • To encourage well-designed mixed-use developments in the heart of towns and cities, create viable and attractive town		

	centres that have vitality and life, and discourage out-of-town developments. • To promote an urban form that supports town centres that can be served by public transport. • To support conversion of redundant commercial buildings to residential and leisure use and creation of living accommodation above shops. • To consider whole life use in new developments, and re-use of materials to reduce waste. **Global Impact** • To minimise our CO_2 production. • To encourage positive attitudes towards renewable energy schemes (e.g. wind and biomass). • To encourage ways of mitigating the region's impact upon the global environment, such as cleaner and more efficient use of transport, supporting local markets to reduce the unnecessary movement of raw materials and foodstuffs, planting trees to sequestrate carbon, and higher		

levels of home insulation.

Living With Climate Change

- To take decisions now that will reduce the impact of climate change in the future, such as not developing areas at risk of flooding, and allowing for managed retreat where necessary.
- To adopt lifestyle changes to cope with climate change, such as promoting water and energy efficiency.
- To plan and manage change to landscapes, historic sites, nature conservation, and farming.
- To provide for preservation of locally distinct species under threat through seedbanks.

Energy

- To encourage more efficient uses of energy, including product design, manufacturing processes, transport, and behavioural changes.
- To raise awareness of the potential of renewable energy to attract more investment.

	• To encourage planning authorities to take a more positive attitude towards renewable energy schemes, home insulation, and local community renewable energy schemes. • To develop, adopt and ensure the effective use of built development design guides tackling energy use, to provide homes and businesses with self-sufficient energy. **Local Environmental Quality** • To improve the quality of life in urban areas by making them more attractive places in which to live and work, and to visit. • To reduce the impact of traffic on air quality, particularly in urban areas. • To maintain the peace and tranquillity enjoyed in many parts of the region. • To protect dark skies from light pollution, and promote low energy and less invasive lighting sources, considering the balance between safety and environmental impact. • To identify, protect and manage		

	open space, such as rivers and canals, parks and gardens, allotments and playing fields, and the links between them, for the benefit of people and wildlife. • To encourage high quality design in new development, including mixed uses, to create local identity and encourage a sense of community pride. **Waste** • To minimise the production of waste, and then promote re-use, recycling, composting, alternative treatment options and energy recovery before resorting to landfill, taking into account the Best Practicable Sustainable Option (BPSO). • To encourage easily accessible recycling systems and develop markets for recyclable materials building upon the work of the Waste and Resources Action Programme, and promote and support local strategies and enterprises (e.g. Re-Made schemes). **Water Resources and Quality**		

	• To regulate water supply to within reasonable limits, and manage demand. • To raise awareness to encourage water efficiency and conservation. • To develop and promote local water recycling initiatives for developments and buildings. • To encourage rainwater harvesting, to reduce significantly new development needs. • To anticipate situations in which local water supplies may be a constraint on development and where water transfers may be needed (e.g. Essex developments supplied from Norfolk). • To promote sustainable urban drainage systems to reduce flood risk and water loss from natural systems, and the use of natural techniques (e.g. reedbed technology) to clean water. • To encourage increased/innovative use of renewable energy for the treatment of water.	

Sub-Regional			
The Greater Haven Gateway Housing Strategy for the Sub Region 2006-2010 (May 2006)	Aim – Ensure everyone can live in a decent home which meets their needs, at a price they can afford, and in locations that are sustainable. Aim – More sustainable housing provision, in high quality homes and environments, creating inclusive communities. Greater Sub Regional Priorities; • Maximise delivery of new affordable housing. • Tackle homelessness. • Support people who are more vulnerable in our society. • Improve housing conditions for vulnerable people living in the private sector. • Ensure housing in the sub region is high quality and sustainable. • Improve access to affordable housing. • Ensure equality for all housing services.	Action Points • Increase the proportion of affordable housing in new developments to a minimum of 30% through a standard s106 agreement across the sub region and use of planning mechanisms. • Work in partnership to achieve the government target of reducing use of and need for temporary accommodation by 50%, by 2010.	

County			
Essex and Southend on Sea Replacement Structure Plan (adopted April 2004)	1. Improve the quality of life in urban areas, and achieve a significant enhancement of the vitality and viability of the urban environment, making them more attractive places to live, work, shop, spend leisure time and invest; 2. Concentrate new economic and housing development and redevelopment within the existing urban areas, wherever possible, and maximise the use of spare capacity in terms of land, buildings and infrastructure within urban areas; 7. Promoting mixed use neighbourhood development. (Adapted from Policy CS1). In releasing land for development through new land allocations and the granting of planning permission, local planning authorities will have regard to the following criteria:- 1. The development can be accommodated within the existing and committed infrastructure capacity of the area;	At least 60% of all new development in the region will take place in or using previously used land or buildings. Local development documents will identify and allocate suitable previously developed land and buildings for new development with a view to contributing to this target. (Adapted from Draft Regional Spatial Strategy for the East of England, SS4 (RSS14) (December, 2004)	New developments should be concentrated within existing urban areas and Brownfield land within them.

	2. The development is accessible by existing and committed sustainable means of transport; 3. The sequential approach should be used to encourage development and redevelopment of sites in appropriate locations in urban areas, and encourage intensification of use of existing sites where appropriate; 5. The scale of development is consistent with the principles of sustainability and respects the character and environment of the locality. (Adapted from Policy CS4). The focus for transportation proposals and investment will be on developing schemes which:- 5. Ensure access by all sectors of the community, including the mobility impaired and economically disadvantaged. (Adapted from Policy CS5).		Sustainable means of transport should be incorporated into the design of new developments
	The natural beauty, amenity and traditional character of the landscape will be protected, conserved and enhanced. Development must respect its landscape setting and will not be permitted if it would cause permanent destruction or damage to the character of the landscape. (Policy NR1)	100% of proposals inappropriate to the character of the landscape to be	Any developments that are permitted to commence in the Green Belt should preserve the openness of the Green Belt and should not conflict with the main purposes of including land within it. Any development which is permitted should be of a scale, design and siting

Landscape character assessments should be prepared of District areas, identifying the particular character of different areas of the countryside, to help inform the preparation of Local Plans. Development will not be allowed which would detract from the visual quality of these areas. Until such assessments have been completed, Special Landscape Areas will be taken to identify areas where conservation or restoration of existing character should be given high priority. (Policy NR4) Development will not be permitted which would have a materially adverse impact upon the historic and archaeological importance, existing landscape character, and physical appearance of Ancient Landscapes, Ancient Woodlands, Registered Parks and Gardens, Registered Battlefields and Protected Lanes. Conservation, enhancement and management measures will be encouraged and implemented within these defined areas so as to retain and promote their historic and landscape interest. Any proposals which would give rise to a material increase in the amount of traffic using Protected Lanes	rejected.	such that the character of the countryside is not harmed. The natural beauty, amenity and traditional character of the landscape will be protected, conserved and enhanced. Development will not be allowed in Special Landscape Areas to the detriment of the area's aesthetics. The historic importance, character and appearance of Ancient Landscapes, Ancient Woodlands and Protected Lanes will not be adversely affected by

	will not be permitted. (Policy NR5) Development or land use change, which would adversely affect either designated or candidate sites of international or European significance, will not be permitted unless there is no alternative solution and the development is necessary for imperative reasons of overriding public interest. These sites include Ramsar Sites, Special Protection Areas, Special Areas of Conservation and Marine Special Areas of Conservation. (Policy NR6) Development which would have an adverse effect, either directly or indirectly on a Site of Special Scientific Interest or National Nature Reserve, will not be permitted unless the need for the development clearly outweighs the national nature conservation importance of the site. If there is a risk of damage to a designated site from development, local authorities may seek to enter into a planning obligation with developers to secure future site management or to make compensatory provision elsewhere for any losses expected when development occurs in accordance with Policy BE5 (Policy		any new development in its locality. Any proposals which would give rise to a material increase in the amount of traffic using Protected Lanes will not be permitted. Development within Ramsar sites, Special Protection Areas and Special Areas of Conservation will not be permitted unless there are imperative reasons of overriding public interest. Development within a SSSI or National Nature Reserve will not be permitted unless the need for development outweighs the national nature conservation importance of the site.

	NR6)	
	Local Nature Reserves, Wildlife Sites, Regionally Important Geological/ Geomorphologic Sites, other habitats and natural features of local value will be protected from material adverse effects of development, unless it can be clearly demonstrated that the reasons for the proposal outweigh the need to safeguard the nature conservation value of the site and appropriate compensatory measures can be provided. (Policy NR7)	Planning obligations should be sought with developers where there is a risk of damage to a site as a result of development, for future site management or compensatory provision.
	Development will not be permitted which may harm or adversely affect animals and plants protected by law, together with their habitats. (Policy NR7)	
	The local planning authorities will work together and with other agencies to provide opportunities for the enhancement and effective management of land in the urban fringe through, for example, such measures as landscape improvement, habitat creation, enhanced public access and improving damaged or degraded land. Any development proposals will be subject to other policies in this Plan for controlling development in the Metropolitan Green	0% of development to be permitted which may harm protected species of flora or fauna

Belt and the rural areas beyond the Green Belt. (Policy NR11). Within the Coastal Protection Belt there shall be the most stringent restrictions on development within the rural and undeveloped coastline situated outside existing built-up areas. Any development which is exceptionally permitted within this Belt shall not adversely affect the open and rural character, historic features or wildlife. (Policy CC1). Development will not be permitted in coastal areas which are at risk from flooding, erosion and land instability, particularly where existing flood defences properly maintained would not provide an acceptable standard of safety over the lifetime of the proposed development, or where the construction of new coastal defences would be required. (Policy CC2) Development requiring a coastal location should be sited within the already developed areas of the coast, particularly where this can promote urban regeneration and the conservation of areas of special architectural and historic interest,	Number/type of development permitted each year within the Coastal Protection Belt contrary to policy in adopted development plans. (CC1) No inappropriate development to be permitted within the Coastal Protection Belt. (CC1)	Ensure that new developments are sympathetic to existing coastal land uses and heritage features.

	providing that: - 3. Road traffic, parking provision and facilities for non car users can be satisfactorily accommodated; 4. Townscape and traditional character, residential amenities, sites of nature conservation importance, landscape quality, sites of leisure, tourism and recreational value, and buildings and areas of special architectural, historic or archaeological importance are protected. (Adapted from Policy CC4). The amount, location, rate and density of development will be strictly controlled in all historic settlements so as to protect, safeguard and enhance their special character and environmental quality. The following characteristics of historic settlements, will be rigorously protected from inappropriate development and unsympathetic change: - 1. Landscape setting within surrounding open countryside; 2. Gateway approaches; 3. Public open spaces and corridors; 4. Special townscape character; and 5. Historic and architectural character and archaeological remains. (Adapted from Policy HC1). Development in Conservation Areas,		

and within their setting, including any change of use of an existing building, should preserve and/or enhance the character or appearance of the Conservation Area as a whole. (Adapted from Policy HC2) Within Conservation Areas all those buildings, spaces, archaeological sites, trees, views and other aspects of the environment which contribute to their character, will be protected. Development which would damage or destroy a Scheduled Ancient Monument or other nationally important archaeological site, its character or its setting, will not be permitted. (Policy HC5). Development proposals which would materially affect a site of archaeological importance will be considered against the following requirements:- 1. Where nationally important archaeological sites and monuments, are affected by a proposed development they should be preserved in situ. 2. Where a proposed development would perceivably affect important		Ensure that new developments are sympathetic to Conservation Areas. In very exceptional circumstances,

	archaeological sites and monuments, developers will be required to arrange for an archaeological field evaluation to assess the character and extent of the archaeological remains, to be carried out before the planning application can be determined. 3. In circumstances where preservation is not possible or merited, then development will not be permitted until the developer has ensured that satisfactory provision has been made for a programme of archaeological investigations and recording prior to the commencement of the development.(Policy HC6) In areas where development would not otherwise be allowed, the conversion to a new use of an existing building of special architectural or historic interest may exceptionally be permitted in appropriate circumstances where this would preserve the building, its setting, and its special character or architectural qualities. (Policy HC4). Existing built-up areas will be used in the most efficient way to accommodate new development by the:- 1. Recycling of vacant, derelict, degraded and under-used land to		planning permission for development which would not normally be granted may be allowed in circumstances where this would preserve the building, its setting and its special character or architectural qualities.

accommodate new development; 2. Re-use of existing buildings by refurbishment, conversions, changes of use, and extensions; 3. Re-use of urban sites, which are no longer appropriate to their existing or proposed use in the foreseeable future, for alternative land-uses; and, 4. Use of higher densities where compatible with the character of the area concerned and urban design controls. (Adapted from Policy BE1) Mixed use developments will be provided in appropriate locations particularly within town centres, urban regeneration areas, urban villages, areas of major new development and other urban areas well served by a choice of means of transport. (Policy BE2) Within the built-up areas, open land uses will be retained where they have been identified by adopted local plans as being of special importance for amenity, recreation, leisure, archaeology and the quality of the urban environment. The displacement of these open land uses from within built-up areas into the adjacent countryside, so as to provide further land for urban development, will not be	Indicator 1. Percentage of all new development which is completed annually on previously developed land and by the re-use of existing buildings. 2. Percentage of all new development which is completed annually in existing built-up areas. 3. Numbers of, _ Unfit dwellings; _ Vacant dwellings; _ Empty properties in town centres. (BE1) Target 1. At least 50% of all new development built each year to be on either previously developed land or by re-use of existing buildings. 2. At least 50% of all new development built each year to take place within existing built-up areas. 3. Reduction year on year in underused properties See Chapter 18. Monitoring and Review, for further details. (BE1)	Mixed use development will need to be well serviced by a number of different modes of transport. Open land within built-up areas should be maintained and therefore such developments will need to be located primarily within town centres and urban regeneration areas.

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permitted. (Policy BE3)		
Development will not be permitted unless it makes provision for community facilities, public services, transport provision, infrastructure, environmental works and any other requirements which are made necessary by, and are directly related to, the proposed development. (Adapted from Policy BE5)		
Proposals for new development involving potentially polluting, hazardous or noisy activities will be assessed in relation to their impact upon existing land uses, and where incompatibility exists between existing and proposed land uses, and then permission will not be given. Similarly, proposed development within the vicinity of existing noisy, hazardous or polluting land uses will not be permitted where this would cause material harm to the health and safety of people. (Policy BE6).		Development will not be permitted unless provision is made for all associated amenities that would aid the sustainability of that development. These costs are to be met by the developer.

Developments resulting in potentially polluting, hazardous or noisy activities will not be permitted if they will cause material harm to the health and safety of people. |
| Proposals for new residential development should make appropriate provision for:-
5. High standards in the design, layout and landscaping;
6. Maximising densities having regard to the quality of urban living, and | | |

design, social, and environmental criteria. (Adapted from Policy H4) The type and level of need for affordable housing will be identified from local authority housing needs surveys and housing strategies. Targets for affordable housing provision, and policies and proposals for their implementation, will be indicated in adopted local plans. (Adapted from Policy H5). Local Planning Authorities will support proposals that will strengthen and maintain the role of town centres by:- 4.Managing road traffic and improving access and road safety, while improving facilities for passenger transport users, pedestrians, cyclists and those with special needs; and, 5. Supporting the conservation and enhancement of the historic character and townscape of town centres and ensuring that new development is in sympathy with their existing character and buildings. (Adapted from Policy TCR3) Retail development proposals should:- 2. Be accessible by a choice of means of transport; 3. Not give rise to unacceptable problems of access, road safety or	Affordable new homes provided as a proportion of total dwelling completions each year throughout the plan area. (H5) *See Appendix 3: Percentage breakdown of funding TGSE areas and demographics.* UK ranking of identified town centres within the plan area. (TCR3) Identified town centres in plan area to retain position in ranking of town centres in UK list. (TCR3)	Good design principles must be carried out in all residential developments and a maximum density suited to the area should be sought. The Local Housing Strategy should be consulted when deciding the forms of housing within developments. The maintenance of road traffic, access, the public realm and forms of transport, should be the priority of town centres. Similarly, the enhancement and conservation of the historic character and townscape should also maintain and strengthen the role of town centres.

	traffic congestion; 5. Promote high standards of design and not cause unreasonable loss of amenity to adjoining land uses; (Adapted from Policy TCR4). New development should be designed so as to make appropriate provision for access for both people and goods by all forms of transport including passenger transport, cyclists, pedestrians, the mobility impaired and road traffic. Proposals for new development should promote high standards of road safety within their design for all these forms of transport and should not result in a deterioration of the traffic conditions within the surrounding areas. The owners of existing developments will be encouraged where appropriate to improve accessibility to their premises according to the same principles. For all major development, applicants for planning permission will be required to provide a comprehensive Transport Impact Assessment which effectively demonstrates:- 1. To what extent the development will minimise the length, duration and	Number of employers with Green Commuter Plans. (T3) All new employers with more than 50 employees to implement Green Commuter Plans, and all major public bodies to implement them by 2006. (T3)	Any new retail development proposals should be inclusively accessible and of high standards of design. Owners of existing developments will be encouraged where appropriate to improve accessibility to their premises.

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	number of journeys; 2. How far the development will encourage a greater proportion of journeys by modes other than car; 3. How movement likely to be generated by the development will be properly accommodated on the surrounding transport network; and 4. How the transport needs of the development can be accommodated whilst maintaining or improving road safety and the surrounding environmental conditions for the local community. In addition, for all major commercial developments, applicants for planning permission will be required to:- a) provide a 'travel to work' plan (Green Commuter Plan) where appropriate; b) demonstrate what measures will be taken to minimise the amount and impact of additional road haulage where such development involves a significant movement of goods. Commercial development which involves heavy goods vehicles will be required to have good access to the main road system using suitable routes based on the Road Hierarchy as defined		For all major development, applicants for planning permission will be required to provide a comprehensive Transport Impact Assessment. This assessment will demonstrate the criteria stipulated in Policy T3 of the Essex and Southend on Sea Replacement Structure Plan.

	in Policy T7. (Policy T3) The quality of the natural and built environment will be maintained and conserved by:- 1. Safeguarding and enhancing the character and townscape of the urban environment; 2. Giving priority to protecting and enhancing areas designated as having intrinsic environmental quality at international, national and strategic level; 3. Sustaining and enhancing the rural environment, including conserving the countryside character; 4. Protecting and enhancing the landscape, wildlife and heritage qualities of the coastline; 5. Enhancing and managing by appropriate use, land in the Metropolitan Green Belt and urban fringe; 6. Retaining the best and most versatile land for agriculture; 7. Preserving and enhancing the biodiversity of the area;		The conservation, maintenance, enhancement and management of the natural and built environment with regard to townscape, countryside character, the landscape, wildlife and heritage qualities of the coastline, the Metropolitan Green Belt, agricultural land, biodiversity, and water resources.

	8. Managing the demand for water resources by controlling the location, scale and phasing of development so as to protect environmental and nature conservation interests. (PolicyCS2)		
Health & Opportunity for the People of Essex – Essex's Local Area Agreement (2006)	Priorities, targets, and the blocks: mapping the synergies Our priorities are: • Increase the number of young people who take a job or stay on in education or in training • Generate inward investment and stimulate business development and innovation • Ensure development is designed to promote healthier living in the built environment • Raise educational attainment • Save lives at risk from accidents from road and fire • Empower local people to have a greater voice and influence over local decision making and the delivery of services • Reduce the number of people who smoke in Essex • Keep vulnerable children and young people safe • Actively manage our	Indicators: • The number of young people who take a job or stay on in education or in training • The rise in healthier living in the built environment • Raise educational attainment • The reduction/rise in accidents from road and fire • The reduction/rise in older people to go into hospital or residential care • Reductions in reported criminal activity and anti-social behaviour	Issues for consideration in the SEA include the promotion of healthier living in the built environment, the active management of the environment, reduce crime and anti-social behaviour and improve the overall quality of life. SEA objectives can be drawn from these priorities and targets.

	environment • Reduce the need for older people to go into hospital or residential care • Build respect in communities and reduce anti-social behaviour • Reduce crime, the harm caused by illegal drugs and to reassure the public, reducing the fear of crime • Improve the quality of life for people in the most disadvantaged neighbourhoods and ensure service providers are more responsive to neighbourhood needs and improve their delivery • Reduce obesity (pg. 16)		
Three Year Strategy Plan 2006-2009 (2006) Essex Police Authority and Essex Police	• Provide greater accessibility to policing services. • Reduce crime and fear of crime. • Increase community confidence, tackle anti-social behaviour and reduce fear of crime.	Key priorities are: • Reduce overall crime by 15% by 2007/2008 and more in high crime areas. • Reduce public perception of anti social behaviour.	The key of the Essex Police Authority and Essex Police 3 Year Strategy is the need to ensure that the SEA objectives seek to ensure the delivery of a safe community.
School Organisation al Plan 2005-2010 (2006)	**Overarching Objective:** • To promote and value learning as a rewarding lifelong	Not relevant	The information outlined in the Schools Plan may be useful for the baseline context to identify current and future issues related to the number of school

Essex County Council	experience and to encourage and support people to become effective members of, and contributors to, their local communities.

The plan seeks to set out a requirement for places in maintained primary, secondary and special schools until 2010 and identifies areas where providers will need to match supply with demand. | | places available in the District of Rochford. |
| **Essex Rural Strategy, The Essex Rural Partnership, Partnership priorities for the future of Rural Essex** | **Identified key delivery priorities**

Delivery Priorities and Associated Actions

1. **Improving access to services**
Those living in rural areas should not be disadvantaged in respect of access to essential services and facilities

2. **Improving availability and accessibility of transport to and from rural areas**
Transport to and from rural areas should be available and easy to use

3. **(a) Promoting Essex 1- General**
Present a positive message about Essex and its rural areas as the place to work, live and visit | The percentage increase in use of public transport in rural areas

Visitor figures for areas of rural Essex

Percentage increase/decrease in concealed housing within the District's rural areas | Information outlined in the Essex Rural Strategy is useful |

3. (b) Promoting Essex 2-Tourism Present a positive message about Essex and its rural areas as the place to work, live and visit, whilst protecting and enhancing the natural, built and historic environment. **4. Integrated business support** A joined up approach to helping and supporting indigenous rural business **5. Improving skills and employment opportunity** Matching training and skills initiatives with the needs of existing, developing and new high value rural business **6. Improving infrastructure** A holistic approach to planning for rural regeneration; economic and community. **7. Responding to climate change** Reduce greenhouse gas emission and adapt to a changing environment **8. Attracting new sources of funding** Increase the value of funds that are available to support improvements to the quality of life in rural Essex		

	9. Actively encouraging community involvement We must encourage more people, especially 'hard to reach groups' to become more involved in their local communities **10. Conservation and enhancement of the built, natural and historic environment** Improve the quality of life of rural residents, attract visitors and increase environmental sustainability by improvements to our built, natural and historic heritage. **11. Increasing the availability of affordable housing** We must increase the availability of affordable housing to enable young people to continue living in their local community. The provision of affordable housing is a critical factor in supporting rural employment, communities and enterprise. **12. Ensuring that the Planning system is responsive to the needs of rural regeneration** Ensure that sustainable and appropriate development is facilitated in order to maintain rural vitality		

	13. Education and awareness of the rural environment Encourage better understanding of rural issues and the value of the countryside 14. Exerting influence on policy and ensuring a co-ordinated approach to rural delivery Raise awareness of rural Essex, encourage a positive policy framework and improve delivery. 15. Undertaking research and analysis to inform policy and delivery. Improve understanding of rural issues and opportunities.		
Essex Local Transport Plan 2006/2011	**Policy Summary** • Ensure consistency with national policies for transport, aviation and ports; • Achieve a sustainable approach for all modes of transport; • Support the initiatives for both the Thames Gateway and M11/Stanstead National Sustainable Growth Areas; • Minimising the environmental impact of travel; • Delivering more integrated patterns of land-use, movement	**Key Indicators** • Rates of congestion within the District • Effects of congestion on businesses and residents • Accessibility to key services – from IMD • Number and incidence of road traffic accidents • Incidences of air pollution at	The information and objectives from this plan may be utilised in the appraisal and baseline sections of this report as well as informing the SEA objectives and the indicators for the monitoring framework.

	and development; • Improving social inclusion and accessibility; • Increasing the regeneration and renewal of disadvantaged areas; • Sustaining and enhancing town centres; and ensuring that the Local Transport Plan will resolve current deficiencies and meet development requirements. **Objectives** The second LTP's strategy is encapsulated by five objectives; **Tackling Congestion** – To reduce the rate and incidence of congestion and its effects on residents and businesses in Essex. **Delivering Accessibility** – To enhance accessibility to key services, reduce social exclusion and promote sustainable living. **Creating Safer Roads** – To improve safety on the transport network and to enhance and promote a safe travelling environment.	key points within the District • Maintenance – public consensus on quality and appropriateness throughout the District	

	Promoting Better Air Quality – To manage the impact road and air transport has upon air pollution. **Enhancing Maintenance** – To maintain highways and Public Rights of Way to a standard appropriate to their use.		
The Essex and Southend Waste Local Plan, 2001	**Objective** Consistent with the aims of sustainable development to achieve a balance between • Minimising waste by recycling/composting and other means • Making adequate provision of necessary waste management facilities • Safeguarding the environment of Essex, and the quality of life of its residents	**Targets** By 2010, to recover value from 45% of municipal waste, to include recycling or composting at least 30% of household waste By 2015, to recover value from 67% of municipal waste, to include recycling or composting at least 33% of household waste.	The targets and objectives from this plan may be utilised in informing the indicators for the monitoring framework.
Minerals Local Plan (Adopted First Review - November 1996)	**Objectives** • To conserve minerals as far as possible, whilst ensuring an adequate supply to meet needs; • To ensure that the	**Key Indicators** • Environmental impacts caused by mineral operations and the transport of minerals • Production of waste and	The information and objectives from this plan may be utilised in informing the indicators for the monitoring framework.

	environmental impacts caused by mineral operations and the transport of minerals are kept, as far as possible, to an acceptable minimum; • To minimise production of waste and to encourage efficient use of materials, including appropriate use of high quality materials , and recycling of wastes; • To encourage sensitive working, restoration and aftercare practices so as to preserve or enhance the overall quality of the environment; • To protect areas of designated landscape or nature conservation value from development, other than in exceptional circumstances and where it has been demonstrated that development is in the public interest; • To prevent the unnecessary sterilisation of mineral resources.	recycling of wastes.	

Essex Biodiversity Action Plan	Key principles • **ASSESS** the biodiversity value of the site • **PROTECT** current key habitats and species of wildlife interest • **ENHANCE and CREATE** enhance existing habitats or create new areas • **MITIGATE** against potentially damaging impacts on wildlife • **COMPENSATE** where damage is unavoidable to wildlife • **MONITOR and ENFORCE** to promote the success of enhancement, mitigatory and compensatory measures • **A CHECKLIST** for developers and planners	**Indicators** Decline/rise in numbers of flagship and indigenous species throughout the District	Implications of this plan are useful in the baseline and appraisal sections of the SEA.
Essex Design Guide	**Key objectives relevant to the plan and the SA** • The visual and physical	**Targets/Indicators** • Condition of existing and formulated new natural	The implications of the Essex Design Guide can be utilised in the appraisal and recommendation sections of this report

	character of developments and the visual and physical relationship of the development to its townscape and landscape context. • The views into and out of developments, landmarks and the surrounding area • Existing movement patterns and access across, around, in and out of developments • Existing and potential nodal points within or near the development • Existing buildings and structures on and adjacent to the site and whether they are to be retained • Slopes, wind shelter and overshadowing • Trees, their spread, height and condition, hedges, boundary features and whether they are to be retained • Wildlife habitats and whether they are to be preserved.	habitats • Changes in heat loss from buildings • Increase/decrease in public transport use figures • Economic performance of facilities in new mixed use developments	

	The development should be located in proximity to a town centre or similar set of facilities, and to public transport access The development has a mix of residential and employment uses, tenures and dwelling sizes in order to reduce the need to travel The development is laid out in such a way as to maximise proximity to facilities and public transport and to encourage walking and cycling The development is laid out in such a way as to safeguard the existing ecology, improve the natural habitat and minimise heat loss from buildings.		
The Urban Place Supplement	**Objectives** 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 Urban Grain – accessibility, where road users and pedestrians can share	**Targets/Indicators** • Incidences of crime • Public perceptions of crime and safety • Water and energy consumption rates • Air and water quality	The implications of the Urban Place Supplement on the SA process arise in appraisal process.

	space safely.	Employment/Unemployment rates
	Movement – well connected, convenient and integrated routes for pedestrians, cyclists, cars and public transport.	
	Mixed-uses – design and location of different uses sharing a space	
	Public Space – green space, community space, nature, safe, well maintained	
	Spatial Criteria Walkable neighbourhoods Resource efficiency Improving local services and job opportunities	
	Buildings and Site Criteria Minimising ecological damage and waste Reducing pollution Sustainable construction, drainage and energy efficiency Water conservation	
	Community Criteria Mixed communities Social cohesion Neighbourly urban design Safe public places	
Local		

Adopted Review Colchester Borough Local Plan (March, 2004)	* 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 town generally, * To protect and enhance important green links 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,	* Implementation and monitoring section.	- Natural resources - Historic resources - Greenlinks - Town centres - Rural/ urban communities - Transport infrastructure - 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 a balanced approach to transport infrastructure, but always giving priority to pedestrians, cycling and public transport where appropriate in environmental and road safety.		
Colchester 2020 A Vision for Our Future – Colchester's Community Strategy (December, 2003).	A national reputation as a safe place to live. * National indicators for health and quality of life well above average. * Excellent health care services in modern, accessible buildings. *New sustainable communities, which respect the environment and encourage healthy living. *A 'decent home' for everyone * Affordable housing for all those on low incomes.	* No relevant targets	The community strategy is an important document as it outlines the broad context for the Borough of Colchester's future vision.

	* No wards in the 20% most deprived. *High air, river and coastal quality. *A reputation as a leader in sustainable living. * Rural communities able to take full advantage of the facilities in Colchester town and surrounding areas. * High quality parks and open spaces. * Some of the best cultural facilities and opportunities in the region. * Some of the best educational and learning establishments in the country. * Everyone able to fulfil their potential. * Educational achievement levels well above average. * A wide variety of jobs across all sectors. * More opportunities for all residents to work in the borough.		
Colchester Local Strategic	Vision – By 2020, to have secured job, training and business development opportunities arising from the growth	The action points for each regeneration site may be useful for the assessment stage, no relevant	It is important that the objectives and vision outlined in the Local Economic Development Strategy is consistent with

Partnership (2004) Local Economic Development Strategy for Colchester Borough 2004-07	and regeneration of Colchester for lasting benefit of local communities. Objectives – • 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	targets for the Core Strategy.	the Core Strategy's aims, objectives, policies and preferred options.

	as Colchester's economic sub region by co-ordinating and influencing economic development activities and resources for the benefit of the Borough's people and businesses.		
Colchester Crime and Disorder Reduction Partnership (2005) Colchester Crime Reduction Strategy 2005-2008	**Mission statement –** To tackle crime and disorder and to make our communities safer for all in Colchester.	**Key Priority 1** To reduce crime by 18.5% by March 2008. **Key Priority 2** To reassure the public, reducing the fear of crime and anti-social behaviour. **Key Priority 3**	To ensure that crime and safety is addressed in the Core Strategy.

		To reduce the harm caused by illegal drugs and alcohol misuse. **Key Priority 4** To increase voluntary and community engagement, especially amongst those at risk of social exclusion.	
Colchester Borough Council, 'Extending Your House' SPD	**Considerations** In considering planning applications for house extensions and outbuildings the Council seeks to make sure that proposals: 1. Are well designed and in keeping with the main house and surrounding development, 2. Are not un-neighbourly, so that they do not overlook, overshadow or produce an overbearing effect on adjoining residential properties, and 3. Would not result in a cramped form of development. 4. All extensions should be in harmony	**Indicators** Extensions in keeping with main house and continuity with local characteristics Crime statistics	This SPD is useful in the SEA process concerning the appraisal section and possible recommendations surrounding appropriate design considerations.

	with the design of the existing building and the character of the area. They should respect building lines and provide good continuity.		
Colchester Borough Council, 'Magdalen Street Development Brief'	**Objectives** The underlying aspiration of this development brief is to encourage new development that strengthens the built form and resulting containment of Magdalen Street, improves the vitality and natural surveillance of the area, through the provision of a greater number of active frontages to all public realm areas; together with the integration of the developments north and south of Magdalen Street, including those across the railway by the increase of permeability. This development brief is intended to be ongoing to direct development as sites are brought forward incrementally for development in the future. To ensure that all development in the	**Indicators** • Crime statistics • Perceptions of crime/fear of crime • Pollution • Decline or improvement of the natural environment • Air quality • Public transport performance / travel to work modes of transportation figures	This SPD is useful to the SEA process in the appraisal section and for possible recommendations.

	area, contributes positively to the social, economic, and environmental regeneration of East Colchester. To create a balanced and harmonious mix of uses and environment so as to maximise benefits in the area and Colchester as a whole. To improve the overall environment by: i) removing or reducing sources of pollution/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, improving public transport links and reducing congestion where possible, v) promoting regeneration through working and creating partnerships with developers, residents and outside bodies.		

| Colchester Borough Council (2006) Supplementary Planning Document – Provision of Open Space, Sport and Recreational Facilities | The objectives of this SPD;

• To define the mechanisms by which new developments, particularly housing developments, within the Borough make appropriate provision for open space and recreation, required as a direct result of meeting the needs of the development;
• To establish a comprehensive long-term framework for the development of open space provision throughout the borough,
• To highlight the importance of open space to the well being of individuals, and the borough as a whole,
• To ensure an adequate provision of play facilities and other amenities such as allotment gardens to satisfy the needs of the local communities,
• Ensure a standard of 2.83 ha of open space per thousand persons and to ensure that homes are located within 400 metres of open space of at least 0.2ha, taking into account physical barriers that restrict access, such as roads, railways | The 2.83 hectare (7 acre) standard applies to the whole Borough. However, due to the isolated nature of some settlements and potential difficulty in accessing open spaces in rural areas, this standard is applied to individual village settlements, of which there may be two or more in a single ward. In parallel with the 2.83 hectare standard, we will aim for all the main town and village settlements to each have a multi-use recreation ground. Accordingly 25 locations are identified in the Open Spaces Register where there exists or it is desirable to have a recreation ground.
S106 contributions will be used to help provide, upgrade and maintain these areas.
Details are attached as an appendix to this document. | It is important to be aware of the importance of recreational facilities, open space, play amenities, allotment and other facilities contribute towards the quality of life and aesthetic environment. Development outlined in the Core Strategy should be consistent within the provisions outlined in the SPD. |

	or rivers. This may result in the provision of more public open space in a ward than the minimum required by the standard, to overcome the constraints on access due to physical barriers.		

Appendix 2 – Listed Buildings in Colchester

Appendix 3 – Archaeological Sites in the Borough of Colchester

Appendix 4 – Conservation Areas in the Borough of Colchester

Appendix 5 – Historic Assets and Constraints

Appendix 6 – Areas of Flood Risk