

Public Document Pack

TENDRING DISTRICT COUNCIL

AGENDA

For the meeting to be held on 15 June 2017

Prayers

1 Summons to Council (Pages 1 - 2)

2 Apologies for Absence

The Council is asked to note any apologies for absence received from Members.

3 Minutes of the Last Meeting of the Council (Pages 3 - 10)

The Council is asked to approve, as a correct record, the minutes of the Council Meeting held on Tuesday 9 May 2017.

4 Declarations of Interest

Councillors are invited to declare any disclosable pecuniary interests, or other interest, and the nature of it, in relation to any item on the agenda.

5 Announcements by the Chairman of the Council

The Council is asked to note any announcements made by the Chairman of the Council.

6 Announcements by the Chief Executive

The Council is asked to note any announcements made by the Chief Executive.

7 Statements by the Leader of the Council

The Council is asked to note any statements made by the Leader of the Council.

Councillors may then ask questions of the Leader on his statements.

8 Statements by Members of the Cabinet

The Council is asked to note any statements made by Members of the Cabinet (Portfolio Holders).

Councillors may then ask questions of the Portfolio Holders on their statements.

9 Petitions to Council

The Council will consider any petition(s) received in accordance with the Scheme approved by the Council.

There are none on this occasion.

10 Questions Pursuant to Council Procedure Rule 10.1

Subject to the required notice being given, members of the public can ask questions of the Leader of the Council, Portfolio Holders or Chairmen of Committees.

The Chairman shall determine the number of questions to be tabled at a particular meeting in order to limit the time for questions and answers to half an hour.

There are none on this occasion.

11 Questions Pursuant to Council Procedure Rule 11.2 (Pages 11 - 12)

Subject to the required notice being given, Members of the Council can ask questions of the Chairman of the Council, the Leader of the Council, Portfolio Holders or Chairmen of Committees or Sub-Committees.

The time allocated for receiving and disposing of questions shall be a maximum of 45 minutes. Any question not disposed of at the end of this time shall be the subject of a written response, copied to all Members unless withdrawn by the questioner.

12 Report of the Leader of the Council - Urgent Cabinet or Portfolio Holder Decisions

The Council will receive a report on any Cabinet decisions taken as a matter of urgency in accordance with Access to Information Procedure Rule 17.4, Budget and Policy Framework Procedure Rule 6(b) and/or Overview and Scrutiny Procedure Rule 18(i).

There is no such report on this occasion.

13 Minutes of Committees (Pages 13 - 20)

The Council will receive the minutes of the following Committees:

- (a) Corporate Management Committee of Monday 15 May 2017; and
- (b) Community Leadership and Partnerships Committee of Monday 22 May 2017.

NOTE: The above minutes are presented to Council **for information only**. Members can ask questions on their contents to the relevant Chairman but questions as to the accuracy of the minutes **must** be asked at the meeting of the Committee when the relevant minutes are approved as a correct record.

14 Motions to Council

The Council will consider motions, notice of which has been given pursuant to Council Procedure Rule 12.

There are none on this occasion.

15 Recommendations from the Cabinet

The Council is asked to consider any recommendations submitted to it by the Cabinet.

There are none on this occasion.

16 Reports Submitted to the Council by an Overview and Scrutiny Committee

The Council is asked to consider any reports submitted to it by an Overview and Scrutiny Committee.

There are none on this occasion.

17 Reference from Local Plan Committee - A.1 - Tendring District Council Publication Draft Local Plan (Pages 21 - 1354)

To approve the content of the Tendring District Council Publication Draft Local Plan and its Sustainability Appraisals for consultation and submission to Government.

18 Report of the Chief Executive - A.2 - Formation of a new Political Group on Tendring District Council, Change of Membership of Political Groups and a Review of Membership of Committees (Pages 1355 - 1362)

To inform Council of the formation of a new political group on Tendring District Council; changes of membership of other political groups and also to enable Council to consider the outcome of a review of the membership of Committees conducted in accordance with Section 15(1)(e) of the Local Government and Housing Act 1989 and Regulation 17(b) of the Local Government (Committees and Political Groups) Regulations.

19 Urgent Matters for Debate

The Council will consider any urgent matters submitted in accordance with Council Procedure Rules 3(xvi), 11.3(b) and/or 13(q).

Date of the Next Scheduled Meeting of the Council

Tuesday, 4 July 2017 at 7.30 pm - Princes Theatre, Town Hall, Clacton-on-Sea, CO15 1SE

INFORMATION FOR VISITORS

PRINCES THEATRE FIRE EVACUATION PROCEDURE

There is no alarm test scheduled for this meeting. In the event of an alarm sounding, please calmly make your way out of any of the four fire exits in the auditorium and follow the exit signs out of the building.

Please follow the instructions given by any member of staff and they will assist in leaving the building.

Please do not re-enter the building until you are advised it is safe to do so by the relevant member of staff.

The assembly point for the Princes Theatre is in the car park to the left of the front of the building as you are facing it. Your calmness and assistance is greatly appreciated.

PUBLIC ATTENDANCE AT TENDRING DISTRICT COUNCIL MEETINGS

Welcome to this evening's meeting of Tendring District Council.

This is an open meeting which members of the public can attend to see Councillors debating and transacting the business of the Council. However, please be aware that, unless you are included on the agenda to ask a public question, members of the public are not entitled to make any comment or take part in the meeting. You are also asked to behave in a respectful manner at all times during these meetings.

Members of the public do have the right to film or record council meetings subject to the provisions set out below:-

Rights of members of the public to film and record meetings

Under The Openness of Local Government Bodies Regulations 2014, which came into effect on 6 August 2014, any person is permitted to film or record any meeting of the Council, a Committee, Sub-Committee or the Cabinet, unless the public have been excluded from the meeting for the consideration of exempt or confidential business.

Members of the public also have the right to report meetings using social media (including blogging or tweeting).

The Council will provide reasonable facilities to facilitate reporting.

Public Behaviour

Any person exercising the rights set out above must not disrupt proceedings. Examples of what will be regarded as disruptive, include, but are not limited to:

- (1) Moving outside the area designated for the public;
- (2) Making excessive noise;
- (3) Intrusive lighting/flash; or
- (4) Asking a Councillor to repeat a statement.

In addition, members of the public or the public gallery should **not** be filmed as this could infringe on an individual's right to privacy, if their prior permission had not been obtained.

Any person considered being disruptive or filming the public will be requested to cease doing so by the Chairman of the meeting and may be asked to leave the meeting. A refusal by the member of the public concerned will lead to the Police being called to intervene.

Agenda Item 1

TENDRING DISTRICT COUNCIL

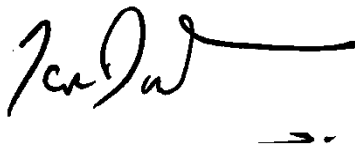
Committee Services
Town Hall
Station Road
Clacton-on-Sea
Essex
CO15 1SE

7 June 2017

Dear Councillor

I HEREBY SUMMON YOU to attend the meeting of the Tendring District Council to be held in the Princes Theatre, Town Hall, Station Road, Clacton-on-Sea at 7.30 p.m. on Thursday 15 June 2017 when the business specified in the accompanying Agenda is proposed to be transacted.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Ian Davidson', followed by a horizontal line.

Ian Davidson
Chief Executive

To: All members of the
Tendring District Council

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**MINUTES OF THE MEETING OF THE TENDRING DISTRICT COUNCIL,
HELD ON TUESDAY 9 MAY 2017 AT 7.30 PM
IN THE PRINCES THEATRE, TOWN HALL, CLACTON-ON-SEA**

Present: Councillors Platt (Chairman), Yallop (Vice-Chairman), Alexander, Amos, Baker, Bennison, Broderick, B E Brown, J A Brown, Bucke, Bush, Callender, Calver, Cawthron, Chapman, Chittock, Coley, Cossens, Davis, Everett, Fairley, Ferguson, Fowler, Gray, Griffiths, G V Guglielmi, V E Guglielmi, Heaney, I J Henderson, J Henderson, Hones, Honeywood, Khan, Land, Massey, McWilliams, Miles (except items 15 – 20 (part)), Newton, Nicholls, Parsons, Poonian, Porter, Raby, Scott, M J Skeels, M J D Skeels, Steady, Stephenson, Stock, Talbot, Watling, Watson, White, Whitmore and Winfield

In Attendance: Chief Executive (Ian Davidson), Corporate Director (Corporate Services) (Martyn Knappett), Head of Governance and Legal Services & Monitoring Officer (Lisa Hastings), Head of Property Services (Andy White), Management and Members' Support Manager (Karen Neath), Committee Services Manager (Ian Ford) and Committee Services Officer (Katie Sullivan)

15. APOLOGIES FOR ABSENCE

Apologies for absence were submitted on behalf of Councillors Bray, King, Pemberton and Turner.

16. MINUTES OF MEETINGS OF THE COUNCIL

RESOLVED, that the minutes of the ordinary meeting of the Council, held on Tuesday 28 March 2017 and the minutes of the annual meeting of the Council held on Tuesday 25 April 2017 be approved as correct records and signed by the Chairman.

17. DECLARATIONS OF INTEREST

There were none made at this time.

18. ANNOUNCEMENTS BY THE CHAIRMAN

The Chairman's and Vice-Chairman's engagements for the period 26 April 2017 to 9 May 2017 were tabled at the meeting.

The Chairman also tabled details of the following events to raise money for his various charities:-

- (i) Britannia Ball on Friday 30 June 2017 in aid of the local RNLI Stations;
- (ii) Pier to Pier Dog Walk on Saturday 20 May 2017 in aid of Guide Dogs for the Blind UK;
- (iii) Charity Wing Walk in July 2017 in aid of Prostate Cancer UK; and
- (iv) Tornado 150 Steam Train Event on Saturday 12 August 2017.

The Chairman also encouraged Members to participate in the 20 mile Tour de Tendring cycle event on Sunday 14 May 2017.

19. ANNOUNCEMENTS BY THE CHIEF EXECUTIVE

The Chief Executive formally reported that, in accordance with the wishes of the Leader of the Conservative Group and the authority delegated to him, the following appointments have been made since the annual meeting of the Council:

Corporate Management Committee

Councillor Mick Skeels Junior had been appointed to serve in place of Councillor Nicholls.

Service Development and Delivery Committee

Councillor Amos had been appointed to serve in place of Councillor Mick Skeels Junior.

Council noted the foregoing.

20. STATEMENTS BY THE LEADER OF THE COUNCIL

The Leader of the Council made the following statement –

Five Year Supply of Housing Land

“Officers have updated the Council’s housing supply calculations to take into account actual housing completions over the last 12 months. I understand that Tendring has provided more than 650 new homes and that planning permissions have been granted for many more. Officers tell me that with the latest information, the Council can now demonstrate more than the five years supply of land required by Government planning policy. This should put the Council in a stronger position to control where new development goes. Officers have written to the Planning Inspectorate with the latest figures as they are relevant to current planning appeals and the Planning Team and the Planning Committee will now consider new planning applications in the context of this updated information.

The updated figures that justify the Council’s contention that a five year supply can now be demonstrated are necessarily detailed and complex. The headline figures are summarised as follows: the requirement for 2017 – 2022 is 2,750 homes which is 550 per year. The shortfall from 2013 – 2017 is 836 plus the 20% buffer that the National Planning Policy Framework requires us to have is 717 meaning that we have a total requirement for the next five years of 4,303 which is 860.6 dwellings per annum. We have got a supply of 4,381 which is 78 more than requirement hence we have 102% of the figure and in years supply we have 5.1 years worth.

A detailed report will be produced for the Local Plan Committee’s consideration when it next meets on 12 June 2017, after the General Election.”

21. STATEMENTS BY MEMBERS OF THE CABINET

There were no statements by members of the Cabinet on this occasion.

22. PETITIONS TO COUNCIL

There were none on this occasion.

23. QUESTIONS PURSUANT TO COUNCIL PROCEDURE RULE 10.1

Subject to the required notice being given, members of the public could ask questions of the Leader of the Council, Portfolio Holders or Chairmen of Committees.

There were no questions on this occasion.

24. QUESTIONS PURSUANT TO COUNCIL PROCEDURE RULE 11.2

Subject to the required notice being given, Members of the Council could ask questions of the Chairman of the Council, the Leader of the Council, Portfolio Holders or Chairmen of Committees or Sub-Committees.

One question had been submitted as set out below:

Question

From Councillor Andrew Pemberton to Councillor Nick Turner, Portfolio Holder for Commercialisation, Seafronts and Parking:

“Does we know if anything is happening with the old Victorian streetlamps, which used to be along our sea front on Clacton East and West greensward? In 2014 the last few lights were taken down for safety and just the posts remain.

Are there any plans for these to be restored?”

The Chairman informed Members that, pursuant to Council Procedure Rule 11.9, Councillor Pemberton had withdrawn his question prior to the commencement of the meeting.

25. REPORT OF THE LEADER OF THE COUNCIL – URGENT CABINET OR PORTFOLIO HOLDER DECISIONS

There was no such report on this occasion.

26. MINUTES OF COMMITTEES

It was **RESOLVED** that the minutes of the following Committees, as circulated, be received and noted:

- (a) Community Leadership and Partnerships Committee of Monday 20 March 2017;
- (b) Standards Committee of Monday 27 March 2017;
- (c) Service Development and Delivery Committee of Monday 3 April 2017; and
- (d) Local Plan Committee of Thursday 20 April 2017.

It was then moved by Councillor Heaney and **RESOLVED** that the recommendation to Council, as contained in Minute 21 of the Standards Committee of 27 March 2016, be approved.

It was then moved by Councillor Stock and **RESOLVED** that consideration of the recommendation to Council, as contained in Minute 33 of the Local Plan Committee of 20 April 2016, be deferred until the meeting of the Council due to be held on 15 June

2017.

Community Leadership and Partnerships Committee – 20 March 2017 – Minute 41 – North East Essex Clinical Commissioning Group Sustainability Transformation Plan

Councillor I J Henderson raised a question to the Chairman of the Community Leadership and Partnerships Committee (Councillor Fairley) on this matter which, upon received advice from the Council's Monitoring Officer (Lisa Hastings), he then withdrew.

27. MOTIONS TO COUNCIL – PROPOSED PARISH/TOWN COUNCIL FOR CLACTON-ON-SEA

The Council had before it the following motion, notice of which had been given by Councillor Parsons, pursuant to Council Procedure Rule 12:

"This Council, in accordance with Local Government and Public Health Act 2007 (as amended) and the statutory guidance issued by DCLG in 2010, conducts a Community Governance Review following the conclusion of the LGBCE Ward Boundaries review, with the view to creating a Clacton Town Council to come into effect in 2023. During this review the Council will consult with members of the public and other stakeholders as to the creation of a Clacton Town Council which will be intended to serve the areas of Clacton-on-Sea that are not currently being represented by a Town or a Parish Council.

This will be inclusive of the following current wards:

*Golf Green
Rush Green
Bockings Elm
Peter Bruff
Alton Park
St James
Pier
St Mary's
St John's
Burrsville
St Paul's
St Bartholomews
Haven*

In addition, this Council will authorise Officers to, with regard to the aforementioned guidance and acts, draft potential boundaries within the specification above, potentially through a working party, for Full Council approval prior to public consultation."

Councillor Parsons formally moved his motion and Councillor Bucke formally seconded the motion.

The Chairman informed Council that, pursuant to Council Procedure Rule 12.4, he would refer the motion to the Community Leadership and Partnerships Committee.

The motion therefore stood referred without speeches, or discussion, to the Community Leadership and Partnerships Committee for consideration and report.

28. MOTIONS TO COUNCIL – PROPOSED ROAD SAFETY MEASURES AT BRICKMANS BRIDGE ON THE B1352

The Council had before it the following motion, notice of which had been given by Councillor Fairley, pursuant to Council Procedure Rule 12:

“This Council calls upon Essex County Council to introduce new and improved safety measures at Brickmans Bridge on the B1352 between Mistley and Bradfield as soon as practicable and as a matter of great urgency.

This Council further calls upon Essex County Council to include as part of those road safety improvements measures such as:

- * highly visible warnings to drivers that they are approaching a dangerous bend,*
- * proper crash barriers along the entire length of the bend,*
- * the removal of piped barrier, and*
- * rumble strips to slow traffic down,*

unless Essex County Council can demonstrate that such measures would not be appropriate or an enhancement to road safety.

In addition, an investigation to be carried out with a view to having the speed reduced from 60 to 30 mph at this location.”

Pursuant to Council Procedure Rule 16.6(a) Councillor Fairley sought the consent of the meeting to alter her motion so that it would now read as follows:

- A. “This Council calls upon Essex Police Serious Collision Unit to prioritise and disclose the causation report into all the serious injury and fatal collisions at Brickman’s Bridge, on the B1352 between Mistley and Bradfield.*
- B. Furthermore this Council calls upon Essex County Council to provide all necessary structural amendments to the bridge, together with supportive traffic calming measures, advance warning signs and speed limit reductions, which will take full cognisance of the Essex Police report and provide improved safety conditions for motorists, passengers and all other road users.*
- C. This Council implores Essex County Council to introduce these changes and improved safety measures without delay and at the earliest possible opportunity.*
- D. This Council nominates its own representative to work with Essex County Council in order to bring about these improvements to the highest standards.”*

The consent of the meeting was duly given.

Councillor Fairley then formally moved her altered motion and Councillor Coley formally seconded the motion.

The Chairman informed Council that, pursuant to Council Procedure Rule 12.4, he would allow the motion to be dealt with at this meeting.

Councillor Fairley then explained her motion.

Councillor Porter moved and Councillor Broderick seconded that paragraph B of Councillor Fairley’s motion be amended to read as follows:-

“B. Furthermore this Council calls upon Essex County Council to provide all necessary

structural amendments to the bridge, together with supportive traffic calming measures, including re-profiling the corner from a decreasing radius corner to a constant radius corner, advance warning signs and speed limit reductions, which will take full cognisance of the Essex Police report and provide improved safety conditions for motorists, passengers and all other road users.”

Councillor Porter's amendment, on being put to the vote, was declared **LOST**.

Councillor Fairley's motion, on being put to the vote, was declared **CARRIED**.

29. RECOMMENDATIONS FROM THE CABINET – ASSET MANAGEMENT PLAN AND CONSEQUENTIAL AMENDMENTS TO THE COUNCIL'S CONSTITUTION

The Council had before it the recommendations submitted to it by the Cabinet in respect of the proposed Asset Management Plan 2016/2017 to 2021/2022 and consequential amendments to the Council's Constitution [Minute 179 of the Cabinet meeting held on 21 April 2017 referred].

It was moved by Councillor G V Guglielmi that the Asset Management Plan and the proposed amendments to the Council's Constitution be approved.

Councillor I J Henderson asked that, in accordance with the provisions of Council Procedure Rule 19.4, a record of the vote on Councillor Guglielmi's motion be taken.

Accordingly, the result of that vote was as follows:

| <u>Councillors For</u> | <u>Councillors Against</u> | <u>Councillors Abstaining</u> | <u>Councillors Not Present</u> |
|------------------------|----------------------------|-------------------------------|--------------------------------|
| Alexander | J A Brown | Everett | Bray |
| Amos | Bucke | Hones | M Brown |
| Baker | Bush | | King |
| Bennison | Calver | | Pemberton |
| Broderick | Cawthron | | Turner |
| B E Brown | Davis | | |
| Callender | Fowler | | |
| Chapman | Gray | | |
| Chittock | I J Henderson | | |
| Coley | J Henderson | | |
| Cossens | Parsons | | |
| Fairley | Raby | | |
| Ferguson | Scott | | |
| Griffiths | Talbot | | |
| G V Guglielmi | | | |
| V E Guglielmi | | | |
| Heaney | | | |
| Honeywood | | | |
| Khan | | | |
| Land | | | |
| Massey | | | |
| McWilliams | | | |
| Miles | | | |
| Newton | | | |
| Nicholls | | | |
| Platt | | | |

Poonian
Porter
M J Skeels
M J D Skeels
Steady
Stephenson
Stock
Watling
Watson
White
Whitmore
Winfield
Yallop

Councillor Guglielmi's motion was thereupon declared **CARRIED**.

30. REPORTS SUBMITTED TO THE COUNCIL BY AN OVERVIEW AND SCRUTINY COMMITTEE

There were none on this occasion.

31. REPORT OF THE MANAGEMENT AND MEMBERS' SUPPORT MANAGER – A.1 – ELECTORAL REVIEW OF TENDRING

Further to Minute 131 (24.1.17) Council had before it a report of the Management and Members' Support Manager which sought Council's agreement for its formal response to the Local Government Boundary Commission for England's (LGBCE) draft recommendations on new electoral arrangements for Tendring.

Councillors Scott, Broderick, Nicholls, Parsons, Talbot, Miles, Bucke, G V Guglielmi, Stock and Honeywood each addressed the Council on the subject matter of this item.

Having considered the proposed response it was moved by Councillor Honeywood, seconded by Councillor Stock and:

RESOLVED that Council approves the formal response to the LGBCE's proposed district council electoral wards for Tendring, as attached at Appendix B to the Report of the Management and Members' Support Manager.

32. URGENT MATTERS FOR DEBATE

There were none on this occasion.

The meeting was declared closed at 8.37 p.m.

Chairman

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Questions pursuant to Council Procedure 11.2

The following question has been received, on notice, from a Member:

Question

From Councillor Jo Henderson to Councillor Michael Talbot, Portfolio Holder for the Environment:

“Please can I ask the Portfolio holder, with the ever increasing issue of dog fouling in Harwich and Dovercourt, will he consider having a full time Dog Warden solely for this issue in our District?

At present the excellent wardens we have are not able to tackle this problem because they have to cover such a wide area of Council responsibilities.”

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**MINUTES OF THE MEETING OF THE CORPORATE MANAGEMENT
COMMITTEE HELD ON MONDAY 15 MAY 2017 AT 7.37 P.M. IN THE COUNCIL
CHAMBER, COUNCIL OFFICES, WEELEY**

Present: Councillors Steady (Chairman), Baker (Vice-Chairman), Chittock, Parsons, Skeels Jnr, Stephenson and Whitmore

Also Present: Councillor Bush

In Attendance: Head of People, Performance and Projects (Anastasia Simpson), Head of Commercial and Customer Services (Mark Westall)(except items 5 and 6), Committee Services Manager (Ian Ford), Control Centre Service Development Manager (Claire Ellington)(except items 5 and 6) and Human Resources Operations Manager (Katie Wilkins)

1. APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

There were no apologies for absence or substitutions on this occasion.

The Chairman welcomed Councillor Skeels Jnr to this his first meeting since his appointment as a serving member of the Committee. The Chairman also welcomed Councillor Bush and Officers present.

The Chairman invited Councillor Bush to join the meeting and to participate in the discussion of the Agenda items.

2. MINUTES OF THE MEETING OF THE COMMITTEE HELD ON 13 MARCH 2017

The Minutes of the meeting of the Committee, held on 13 March 2017, were approved as a correct record and signed by the Chairman, subject to the inclusion of the word “year” in the appropriate place in resolution (c) to Minute 61.

The Chairman also informed Members the Resources and Corporate Services Portfolio Holder (Councillor G V Guglielmi) had responded, at the last Cabinet meeting, to questions raised by Councillors I J Henderson and Stephenson in respect of resolution (d) to Minute 59 at the Council meeting held on 28 March 2017.

3. DECLARATIONS OF INTEREST

There were none.

4. UPDATE ON CARELINE LIFTING SERVICE

The Committee received a presentation from the Head of Customer and Commercial Services (Mark Westall) which gave an update on Tendring Careline’s Commercial Activity. The presentation covered the following areas:

- (i) Careline is 30!;
- (ii) Overview;
- (iii) Staff Costs;
- (iv) Other Expenditure;
- (v) Income;
- (vi) Contribution to the ‘Bottom Line’;
- (vii) The Future – The Market and Careline;
- (viii) Update on ‘Lifting’; and

(ix) Praise for Tendring Careline on Facebook.

The Head of Commercial and Customer Services and the Control Centre Service Development Manager (Claire Ellington) responded to Members' questions.

Members of the Committee congratulated Mark Westall, Claire Ellington and the Careline staff for the excellent service being provided by them to the residents of Tendring and elsewhere.

The Chairman thanked Mark Westall and Claire Ellington for their attendance.

5. PERFORMANCE REPORT – 2016/17 OUTTURN REPORT

The Committee had before it a report of the Corporate Director (Corporate Services) which presented the Performance Report for the 2016/17 Outturn, including the Corporate Plan and Priorities and Projects 2016. Appendix A to that report contained details of the 14 indicators and projects where performance was measured. Of those, 10 (71%) were on, or above, their expected target and 4 (29%) were not currently in line with the expected performance. Three of the indicators and projects highlighted in the report were deemed 'non-measurable' as this Council's role was that of influence only.

The Human Resources Operations Manager (Katie Wilkins) gave a verbal update in respect of several indicators and projects.

Officers responded to questions raised by Members on various topics and where an answer was not immediately available, the Human Resources Operations Manager undertook to respond to Members as soon as possible after the meeting.

Members congratulated the Corporate Director (Operational Services) (Paul Price) on meeting the targets for Jaywick Sands Community Development and the Cliff Stabilisation work.

Members of the Committee also congratulated Veolia for their excellent performance in removing incidences of fly tipping.

After discussion of the report it was **AGREED** that the Committee **RECOMMENDS TO CABINET** that the introduction of any local development vehicle for the Jaywick Sands Community Development should be subject to scrutiny by the appropriate overview and scrutiny committee and approval at full Council.

6. TASK AND FINISH WORKING GROUPS

The Committee received an update from the Chairman and the Head of People, Performance and Projects (Anastasia Simpson), on the ongoing discussions about forming Task and Finish Working Groups to look into efficiency savings within the Council.

The meeting was declared closed at 9.29 p.m.

Chairman

**MINUTES OF THE MEETING OF THE COMMUNITY LEADERSHIP AND
PARTNERSHIPS COMMITTEE, HELD ON MONDAY 22 MAY 2017 AT 7.30 PM,
IN THE COUNCIL CHAMBER, COUNCIL OFFICES, THORPE ROAD, WEELEY**

| | |
|----------------------------|---|
| Present: | Councillors Fairley (Chairman), Baker (Vice-Chairman), Amos, I Henderson, King, Land, Newton, Pemberton, Poonian and Yallop |
| Also Present: | Councillors McWilliams and Stephenson |
| In Attendance: | Anastasia Simpson (Head of People, Performance and Projects), Karen Neath (Management and Members' Support Manager) and Katie Sullivan (Committee Services Officer) |
| Also In Attendance: | Kevin Wilby (Essex County Councils School Organisation Officer), Joe Chell (Essex County Council's Lead Organisation Officer), Graham Lancaster (Essex County Council's Lead Commissioner for SES Project Work), Tracy Eve (Essex County Council's Employability and Skills Manager) and Kay Chapman (Essex County Council's Team Leader for North Essex) |

1. APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

There were apologies for absence received from Councillor Broderick (with Councillor King substituting).

2. MINUTES OF THE LAST MEETING

The minutes of the last meeting of the Committee, held on Monday 20 March 2017, were approved as a correct record and signed by the Chairman.

3. DECLARATIONS OF INTEREST

Councillor I Henderson declared a Non-Pecuniary Interest in items 4 and 5 by virtue of the fact that he was an Essex County Councillor.

Councillor Land declared a Non-Pecuniary Interest in items 4 and 5 by virtue of the fact that he worked for Essex County Council within the Education Department.

4. EDUCATION UPDATE

School Places

Essex County Council's School Organisation Officer (Kevin Wilby) and Lead Organisation Officer (Joe Chell) were in attendance and gave the Committee a presentation on School Places. The presentation covered the following:-

- Strategic Planning;
- Forecasts;
- Creating Solutions;
- 2017 – 2026, 10 year plan information for Tendring;
- Reception year forecasts – Primary Schools;
- Year 7 forecasts – Secondary Schools;
- General Conclusion; and

- Next steps.

At the meeting, Members were given a paper copy of an extract for the Tendring District from Essex County Council's 2017-2026 10 Year Plan 'Meeting the demand for school places in Essex'.

Following on from the presentation Members were given the opportunity to ask questions.

The Chairman thanked Kevin Wilby and Joe Chell for their very informative presentation.

Recruitment and Retention

Essex County Council's Lead Commissioner for SES Project Work (Graham Lancaster) was in attendance and gave the Committee a presentation on Teacher Recruitment and Retention. The presentation covered the following:-

- The National picture;
- Particular challenges in Essex;
- Retention strategies;
- Recruitment;
- What TDC may be able to do;
- The performance of Essex Schools; and
- Continuing priorities.

The Council's Head of People Performance and Projects (Anastasia Simpson) informed Members about Teach First, Key Worker Housing - which was part of the Council's Local Plan and Education Forums.

Following on from the presentation Members were given the opportunity to ask questions.

After discussion, it was **AGREED** that **CABINET** be informed:

That the Committee would like to stress how important Key Worker Housing is and that the issues and concerns in relation to this should be treated as a key priority.

The Chairman thanked Graham Lancaster for his very informative presentation.

Careers Advice

Essex County Council's Employability and Skills Manager (Tracy Eve) was in attendance and gave the Committee a presentation on Careers Education and Information, Advice and Guidance in Schools. The presentation covered the following:-

- Statutory duty on Schools;
- Quality in careers standard;
- Tendring Schools;
- Careers Advisors;
- Activity survey for year 11 leavers in Essex and Tendring 2014-2016;

- Other employment and skills board activities to support CEIAG; and
- Other activities.

Following on from the presentation Members were given the opportunity to ask questions.

After discussion, it was **RECOMMENDED to CABINET** that:

A letter be sent to the local MPs after 8 June 2017, to support the findings and recommendations of the House of Commons Sub-Committee on Education, Skills and the Economy contained in their report on Careers Education, Information, Advice and Guidance. In particular, that the recommendation that Ofsted have a greater role in assessing careers advice in schools be supported.

The Chairman thanked Tracy Eve for her very interesting presentation.

School Attendance

Essex County Council's Team Leader for North Essex (Kay Chapman) was in attendance and provided the Committee with information on school attendance. The following areas were covered:-

- Attendance data;
- Monitoring attendance;
- Enforcement;
- Children out of School places;
- Helping to improve attendance;
- Encouragement for Schools to engage with families;
- Good attendance = Good attainment;
- Referrals / Missing children; and
- Raising awareness and support.

At the meeting, Members were given a paper copy of the 2015-2016 Full Year Absence Data for Primary and Secondary Schools.

Members were then given the opportunity to ask questions.

The Chairman thanked Kay Chapman for the information she had provided to the Committee.

5. REVIEW OF THE MEMORANDUM OF UNDERSTANDING WITH ANGLIA RUSKIN UNIVERSITY AND ESSEX COUNTY COUNCIL

The Committee had before it, a Briefing Paper, prepared by the Council's Executive Projects Officer (Rebecca Morton) to consult/seek feedback from the Committee on the review of the Memorandum of Understanding with Anglia Ruskin University and Essex County Council.

The Council's Head of People, Performance and Projects (Anastasia Simpson) informed Members that a Memorandum of Understanding (MOU) had been established with the

partner organisations Anglia Ruskin University, Essex County Council and primary and secondary schools in the Tendring District in June 2014.

Members were informed that the aim of the MOU was to raise educational attainment and the aspiration of young people across the District. Tendring District Council was seeking to work closely with Anglia Ruskin and to both support schools and local businesses achieve these aims through joint working.

The Briefing Paper stated that Anglia Ruskin had been actively involved in the District over the past three years which included:-

- Attendance at Tendring Education Improvement Group;
- Working with primary and secondary schools in the District to provide opportunities for University taster/open days;
- Joint investment of £1.2 million with IntoUniversity, to provide a Learning Centre in Clacton to support children and young people in the District - The Centre was due to open in September 2017; and
- Primary education courses to support teacher recruitment and degree apprenticeships currently in development.

Members were informed that the MOU was now under review with the intention of a new one being agreed with effect from June 2017.

It was stated that Tendring District Council was very pleased with the support and partnership working arrangements as set out in the MOU and the positive impact this had brought to the children and young people in the area. Significant progress had been made by schools in terms of attainment levels, 85% of schools were now good or outstanding.

It was reported that Tendring District Council were consequently very keen to continue the very positive partnership arrangements that were in place with the MOU.

It was proposed that the aims of the MOU for the next three years should include:-

- Maintaining attainment levels in schools across the District;
- Working with ECC and other partner organisations e.g. Teach First to continue to address the challenges of recruiting and retaining teachers and Head teachers; and
- To continue to develop the appropriate skills for employability of young people in the area and in turn working with and supporting local businesses.

Attached to the Briefing Paper was Appendix A - Current Memorandum of Understanding agreement.

It was **RESOLVED** that:

- (a) the Committee supports the recommendations for a new Memorandum of Understanding to be agreed across partners and to be effective from 10 June 2017;

- (b) the revised Memorandum of Understanding will be shared with the Committee following agreement; and
- (c) the Committee would like to thank Anglia Ruskin University and partners for all their support for schools within the Tendring District over the past three years.

The meeting was declared closed at 10.04 p.m.

Chairman

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COUNCIL

15 JUNE 2017

REFERENCE FROM THE LOCAL PLAN COMMITTEE

A.1 TENDRING DISTRICT COUNCIL PUBLICATION DRAFT LOCAL PLAN

(report prepared by Simon Meecham)

PART 1 – KEY INFORMATION

PURPOSE OF THE REPORT

The purpose of this report is to invite Council to approve the content of the Tendring District Council Publication Draft Local Plan and its Sustainability Appraisals for consultation and submission to Government. The Publication Draft Local Plan is attached as Appendix A and the Sustainability Appraisals as Appendix B. These have been considered by the Local Plan Committee on 12 June 2017 and Cabinet 13 June 2017; the Local Plan Committee Report, excluding its appendices is attached as Appendix C of this report and Council is referred to the body of that report

An update sheet will be provided to Council should any changes to the documents or recommendations to Council be requested by the Local Plan Committee or Cabinet.

EXECUTIVE SUMMARY

Tendring District Council is preparing a new Local Plan to guide future development in the Tendring area to 2033 and beyond. Having an up to date plan is critical for creating job opportunities, attracting investment for improved infrastructure, protecting the environment and ensuring that the new homes required meet the needs of a growing population are built in the right locations and achieve good standards of quality and design. Without an up to date plan it is more difficult for the Council to secure investment and protect the district from developments that are unplanned.

The Local Plan comprises 2 sections. Section 1 has been jointly prepared with Braintree District Council and Colchester Borough Council and deals with strategic issues including proposals for garden communities. Section 2 of the Plan relates just to Tendring. Some chapters in Section 2 were considered by the Local Plan Committee on 20 April 2017. Section 1 of the Local Plan, and the remaining chapters for Section 2 were considered by the Local Plan committee on 12 June 2017.

The Tendring District Council Publication Draft Local Plan and its Sustainability Appraisals were considered by the Local Plan Committee on 12 June 2017. The Committee was asked to recommend to Council that the complete revised version of the Publication Draft Local Plan and Sustainability Appraisals be approved for public consultation and engagement and submission to the government and the Planning Inspectorate. Cabinet is being consulted on 13 June 2017 and asked to endorse the Local Plan documents. The Publication Draft Local Plan is attached as Appendix A and the Sustainability Appraisals

as Appendix B; the Local Plan Committee Report, excluding its appendices is attached as Appendix C of this report and Council is referred to the body of that report.

The consultation documents, subject to agreement by the Local Plan Committee and endorsement by Cabinet, are recommended to Council for approval at its meeting on 15 June 2017. Subject to approval, the documents will then go out to public consultation for a period of six weeks and officers will submit the consultation responses and relevant documents to government for the next stage of the plan making process.

The outcome of Local Plan Committee and Cabinet will be tabled at this meeting of Council.

RECOMMENDATIONS

That Council approves:

1. the content of the Tendring District Council Publication Draft Local Plan and Sustainability Appraisals;
2. a six-week public consultation and engagement process on the Tendring District Council Publication Draft Local Plan and its Sustainability Appraisals be undertaken;
3. following said consultation and engagement, the Publication Draft Local Plan and Sustainability Appraisals, along with the representations received during the public consultation, be submitted to the Government's Secretary of State to appoint a Planning Inspector to hold an Examination in Public; and
4. that Tendring District Council requests the Planning Inspector to recommend any changes to the Publication Draft Local Plan to make it sound.

PART 2 – IMPLICATIONS OF THE DECISION

DELIVERING PRIORITIES

The Local Plan helps to implement place shaping priorities in the Corporate Plan 2016-2020 for Tendring District Council through:

- Community Leadership by engagement with the community and effective partnership working with technical stakeholders, developers and other interested parties;
- Heath and Housing through policies that promote healthier lifestyles, a quality living environment, local regeneration and council house building; and
- Employment and Enjoyment through policies to support business growth and skill development and the protection and promotion of the natural and built environments.

The Local Plan is a project in the 2016-2020 Corporate Plan and is on target at the time of writing this report. The implication of a decision to support the recommendation in this report will demonstrate assistance in the delivery of the Local Plan.

FINANCE, OTHER RESOURCES AND RISK

The Report to the Local Plan Committee provides more detail and Council is referred to the body of that report.

Resources: The Local Plan Committee's recommendation to Council, in consultation with Cabinet and subsequent approval by Full Council will enable the Council's Planning Policy Team to carry out public consultation. The costs involved in this work are met through the agreed 'LDF Budget'.

Risks: Policies in the Publication Draft Local Plan may lead to some objections; however, the Council has sought to resolve objections to the Preferred Options Local Plan and has made substantial revisions to create the Publication version of the Draft Local Plan. To be adopted the Local Plan will need to meet the tests of soundness in the National Planning Policy Framework (NPPF) and pass the tests of the Duty to Co-operate. The Sustainability Appraisals will be considered at the Examination in Public to assess if they adequately consider the significant environmental effects of the proposals in the Local Plan and the main alternatives.

Braintree District Council and Colchester Borough Council, like Tendring, are also in the process of preparing new Local Plans to guide future development. Through a Memorandum of Cooperation, the local authorities have agreed to cooperate on strategic planning matters of cross-boundary significance, including Section One of the Local Plan. Colchester Borough Council and Tendring District Council have agreed to work together, in partnership with other bodies, to explore the option of major development on the Tendring Colchester borders.

LEGAL

The Report to the Local Plan Committee provides more detail on the legislation and Council is referred to the body of that report.

The Council established a Local Plan Committee, its Terms of Reference and composition at its meeting on 24 March 2014 after receiving the outcome of the 'pre-submission focussed changes' consultation, which placed fundamental concerns over the soundness of the Local Plan document at that time. These objections in particular, related to the lack of sufficient sites to deliver the full objectively-assessed need for housing over the next 15 years and the legal duty for Councils to cooperate with neighbouring authorities and partner organisations on strategic planning matters of cross-boundary significance.

The responsibility to produce a Local Plan is a Council function and to address the issues highlighted with member engagement, a dedicated 'Local Plan Committee' was set up to oversee the preparation of a new version of the Local Plan specifically dealing with these matters, meeting the government's requirements and provide a more positive planning framework to deliver the objectives of the Economic Development Strategy. The Local Plan Committee has provided a transparent, cross-party mechanism for scrutinising and endorsing technical evidence, considering development options and policy wording,

shaping the approach to community involvement, considering and commenting on neighbouring authorities' planning documents and approving supplementary planning documents.

The Council delegated functions to the Local Plan Committee to oversee the preparation of the Local Plan and to ensure that it meets the 'tests of soundness' from national planning policy. The Local Plan Committee, in accordance with its Terms of Reference have considered and recommend the content of the Publication Draft Local Plan, in consultation with the Cabinet, for consideration and formal approval by Full Council for public consultation and engagement and submission to the Government..

OTHER IMPLICATIONS

Area or Ward affected – All

PART 3 – SUPPORTING INFORMATION

THE LOCAL PLAN

The Report to the Local Plan Committee provides more detail and Council is referred to the body of that report (attached as appendix C).

The Local Plan will be the statutory development plan for Tendring up to 2033. Planning Guidance requires all Local Planning Authorities in England and Wales to prepare a Local Plan and ensure it is kept up to date. Without an up-to-date plan, the Council has limited power to influence the scale, location and quality of new development in the district, making it difficult to bring about the positive changes that the area needs and difficult to resist inappropriate development proposals that will have a detrimental effect on our area.

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

The geographic and functional relationship between Braintree, Colchester and Tendring authorities is demonstrated through the formation of a single Housing Market Area (with Chelmsford) and being part of the Haven Gateway, an established economic partnership for the area. Within this context, the forecast levels of future population growth together with the geography of north Essex means that considerations for future growth will include options that have clear cross-boundary implications. These include both the expansion of existing towns and villages as well as possible new settlements.

Consequently, this group of neighbouring authorities have agreed to come together because of their shared desire to promote sustainable growth and the particular need to articulate the strategic priorities within the wider area and how these will be addressed. Central to this is the effective delivery of planned strategic growth, particularly housing and employment development, with the necessary supporting infrastructure.

This is reflected in a common Section 1 of the local plans for Braintree, Colchester and Tendring districts. Section 1 has been jointly prepared by the three districts with support

from Essex County Council. It includes policies on: sustainable development, overall housing and employment needs, infrastructure, place shaping, the spatial strategy and garden communities. It contains the policy requirements for the allocation of land for the Tendring Colchester Borders Garden Community.

Section 2 of the Tendring District Local Plan identifies the main characteristics of the district and the challenges faced. To address these challenges and deliver a vision for 2033, the plan identifies sites for achieving sustainable housing and economic growth, meeting the social needs of a growing population and protecting the places that make Tendring an attractive place to live, work and visit.

'Publication Draft' is the final stage of the consultation carried out by Tendring District Council on its emerging Local Plan, prior to submission of the draft Local Plan and its supporting documents for consideration by government and the Planning Inspectorate. The next stage will be hearings on topics such as employment and housing, at an Examination in Public held by the Planning Inspectorate, in regards to the council's duties, processes and outcomes for plan making.

Some chapters in Section 2 were considered by the Local Plan Committee on 20 April 2017. Section 1 of the Local Plan, and the remaining chapters for Section 2 were considered by the Local Plan Committee on 12 June 2017. Subject to the agreement of the Local Plan Committee (12 June) and Council (15 June), the consultation and engagement for the Tendring District Council Publication Draft Local Plan and its Sustainability Appraisals will be held in the Summer of 2017.

BACKGROUND PAPERS FOR THE DECISION

- Report to and decision of Full Council dated 24 March 2014
- Report to and decision of Cabinet on 10 June 2016

APPENDICES

- A. Tendring District Council Publication Draft Local Plan
- B. Sustainability Appraisals
- C. Local Plan Committee Report 12 June 2017 (minus its appendices)

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Foreword

The consultation on this document is the next step in preparing a new Local Plan for Tendring. The new plan will guide development to 2033 and beyond. We seek your views on this 'Publication Draft' version of the emerging Local Plan.

Section 1 of the Local Plan covers strategic matters and has been jointly prepared by Braintree, Colchester, Essex and Tendring Councils. The authorities are taking bold steps to provide for the housing, employment and social needs for existing and future residents up to and beyond this plan period. Based on the sound principles of the existing garden cities we believe our new garden communities will:



- revolutionise the way future housing is delivered;
- be infrastructure led with employment, health, education and community facilities delivered in advance or in tandem with homes;
- deliver housing for the next generation while protecting existing towns and villages;
- provide green and open spaces, promoting health choices, reducing the opportunity for crime;
- be inclusive, reducing the causes of crime; and
- provide 30% of the homes for those on lower incomes.

Section 2 contains policies relating solely to this District and has been prepared by Tendring District Council. Section 2 allocates the homes and jobs required for the plan period outside of the garden communities. It also provides the place shaping policies to guide development to ensure our natural and built assets are enhanced and protected, our communities are well connected both by broadband and by travel choices and that design promotes healthy living, adaptability of homes and safety from flood risks.

Local Plans are prepared in accordance with law and government regulation. The Councils will collate your representations and pass them on to government. Government will then appoint an independent examiner to hold hearings on the Local Plan. These hearings are held in public and the representation form asks if you wish to participate in the hearings in regards to any modifications you would wish to see made to this version of the Local Plan.

The decisions taken to produce a Local Plan are not easy; there has to be a balance between the significant requirement for new development and the protection of the environment.

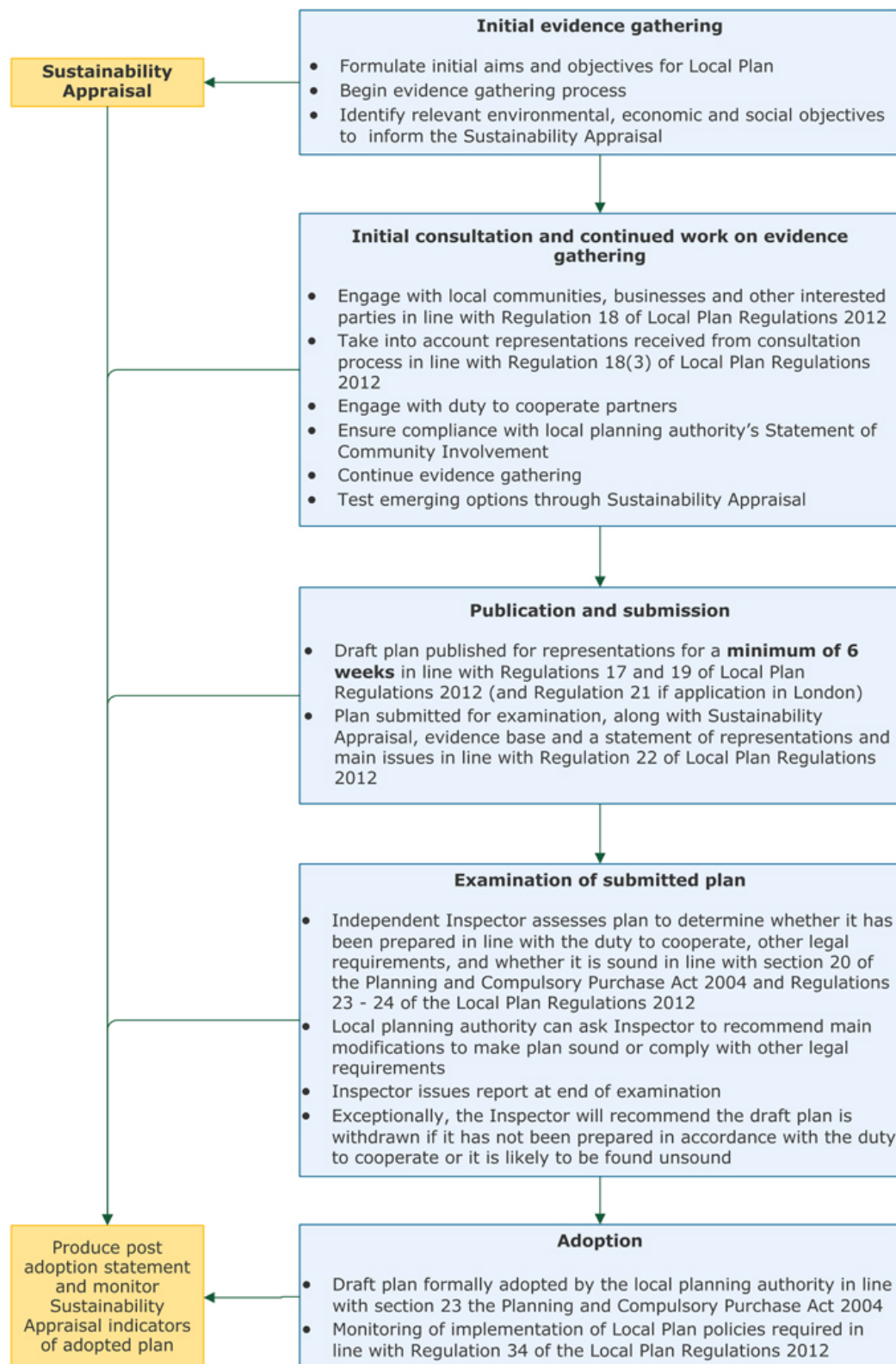
Having an up to date Local Plan is the best way of ensuring that the Council is able to exercise democratically-accountable local control of development. Without a Local Plan there is a greater risk of uncontrolled development and lack of new supporting infrastructure. This is why a Local Plan needs to be produced and adopting the new Local Plan will make the Tendring District an even better place to live, work and enjoy.

We look forward to receiving your constructive comments.

Councillor Neil Stock OBE
Chairman of the Local Plan Committee
Leader of Tendring District Council

The table below provides a summary of the plan preparation process

The table below provides a summary of the plan preparation process



The table below provides a summary of the plan preparation process

Important Notice

This document is the Council's draft Publication Local Plan and is published for consultation pursuant to Regulations 17 and 1918 of the Town and Country Planning (Local Planning) (England) Regulations 2012. This document is subject to a statutory six weeks public consultation period. The Council is inviting any interested parties to make representations. You can send us your comments in a number of ways:

- In preference, to aid the collation of your comments - through the Council's website www.tendringdc.gov.uk, which provides a link to our consultation portal;
- In the form of an e-mail; or
- By use of the standard comment form that is available at the 'deposit points' where this document is available for public view.

The consultation will be open for 6 weeks from 9am 16 June 2017 to 5pm 28 July 2017. Comments submitted after that time will not be considered.

At this stage the Council is seeking views on whether the plan is sound and meets the tests set out in the National Planning Policy Framework. In other words whether:

- the Council has planned for the District's housing, employment and infrastructure needs;
- the Local Plan is based on sound evidence;
- the Local Plan can be delivered by 2033; and
- the Local Plan is consistent with national policy.

Representations will be passed to an independent Planning Inspector and it is recommended that comments are clear, concise and targeted. Whilst respondents are free to comment as they choose, to have greatest influence at this stage it is advisable that representations should relate to the soundness of the draft Publication Local Plan and/or to its compliance with legal requirements.

Soundness Regulations state that a local planning authority should submit a plan for examination which it considers to be "sound":

- Positively prepared – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- Justified – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- Effective – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- Consistent with national policy – the plan should enable the delivery of sustainable development in accordance with the policies in the NPPF.

It is advisable that representations made at this stage should therefore focus on whether the plan meets the tests listed above. This is because these are the broad areas that the Inspector will focus on in examining the Local Plan.

Legal Requirements

When considering if the plan meets its legal requirements, the Inspector will consider a number of issues including:

- Local Development Scheme: has the plan been prepared in accordance with the timetable set out in the Local Development Scheme?
- Statement of Community Involvement and relevant regulations: has consultation on the plan been in accordance with the Council's Statement of Consultation and have the appropriate bodies been consulted?
- Duty to Co-operate: has the plan been prepared in cooperation with other local planning authorities and prescribed bodies, such as the Environment Agency and the Local Enterprise Partnership, to identify and address any issues which will have a significant impact on at least two planning areas?
- Sustainability Appraisal: has an adequate Sustainability Appraisal been carried out?
- Appropriate Assessment: has an Appropriate Assessment under the Habitats Regulations Assessment been carried out?
- National Policy and Legislation: does the Plan comply with national policy and legislation, for example, the National Planning Policy Framework?

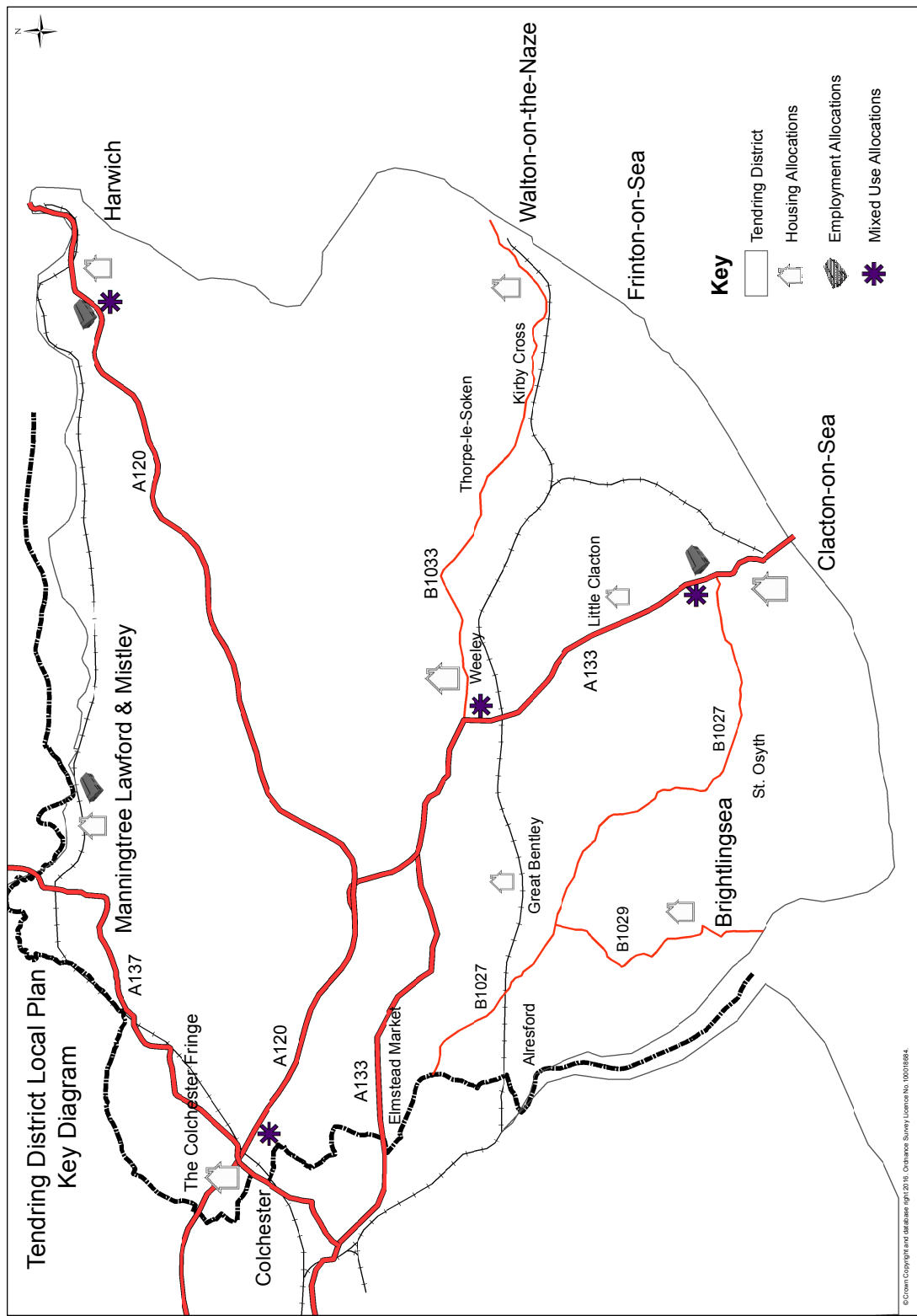
The closing date for submitting your comments is 28 July 2017 at 5pm. Any submissions received after that time will not be considered and no extensions of time will be granted. Comments must be received through written representation and not by any other means including petitions and voicemail.

If you intend to make your representation by post, please send it to the following address:

**Simon Meecham
Tendring District Council
Council Offices
Thorpe Road
Weeley
Essex. CO16 9AJ**

Key Diagram

Key Diagram



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1 North Essex Authorities



1.1 Strategic Part 1 for Local Plans

1.2 Introduction

- 1.1** North Essex is a vibrant and attractive place to live and work. The area has experienced significant population, housing and employment growth in recent years and this is forecast to continue. The local authorities and their partners wish to respond to this opportunity by planning positively for the area as a whole. Working together to address some of the key strategic issues in North Essex will get the best outcomes for current and future communities. In particular, it will deliver sustainable development that respects local environments and provides new jobs and essential infrastructure.
- 1.2** For these reasons Braintree District Council, Colchester Borough Council and Tendring District Council have agreed to work together to address strategic planning matters across their areas. Collectively they are known as the North Essex authorities.

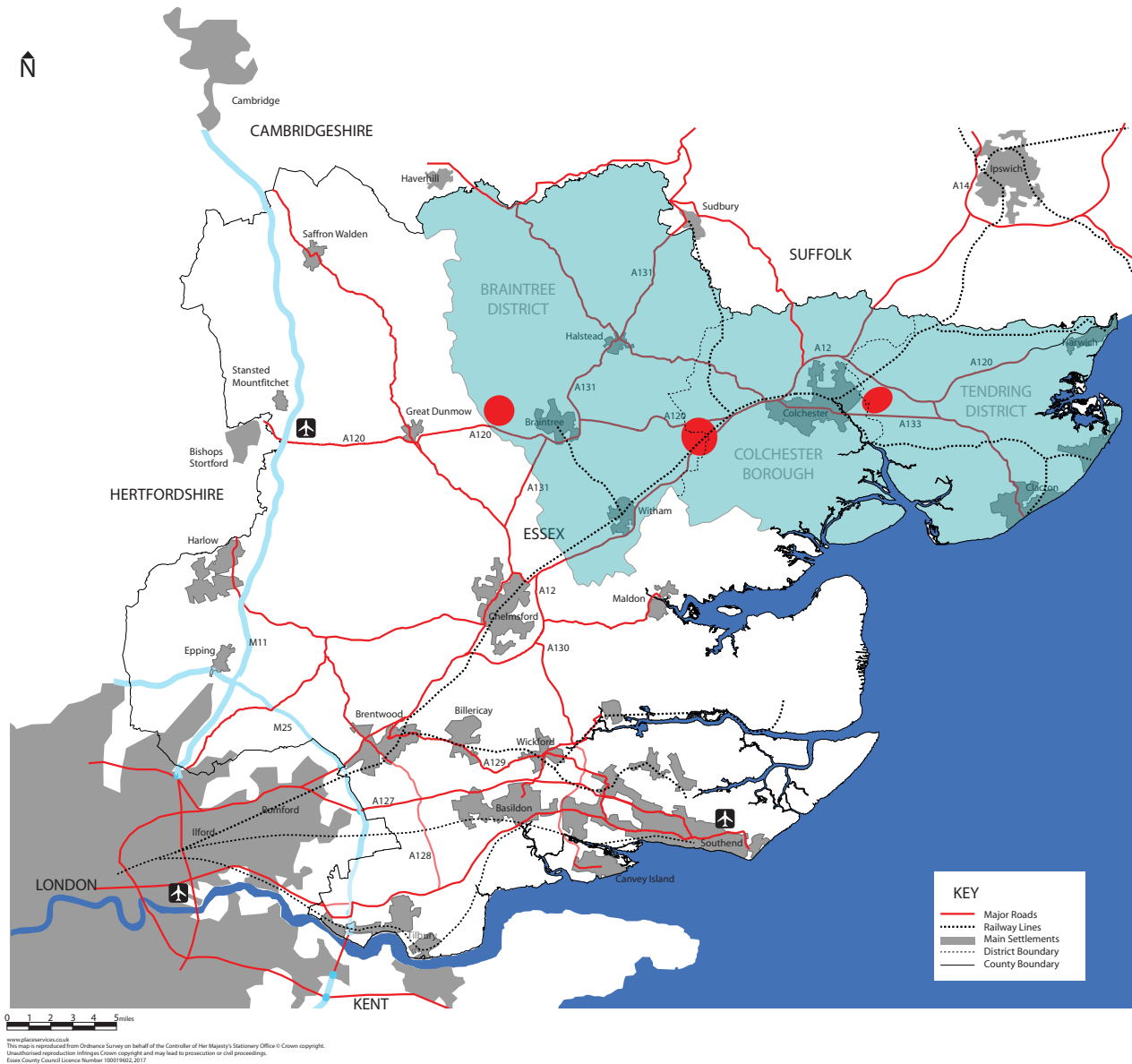
- 1.3 The North Essex local authorities border a large number of other local authorities who will continue to be engaged and involved on an active and ongoing basis on strategic cross border issues. These authorities include Babergh Chelmsford, Maldon Mid Suffolk, St Edmundsbury, South Cambridgeshire, Uttlesford, and Suffolk and Cambridgeshire County Councils.
- 1.4 Essex County Council (ECC) is a key partner in its strategic role for infrastructure and service provision and as the Highway Authority, Lead Local Flood Authority, Local Education Authority and Minerals and Waste Planning Authority.
- 1.5 An initial outcome of this collaboration is this strategic planning chapter, which each of the local planning authorities have included in their Publication Local Plan. The Local Plan together with the Essex Minerals Local Plan and the Essex and Southend-on-Sea Waste Local Plan (prepared by ECC) and any Neighbourhood Plans, form the Development Plan for the respective areas.

1.3 The Need for a Strategic Approach

- 1.6 In Essex, as elsewhere, the influences of population and economic growth do not stop at administrative boundaries. Settlement patterns, migration flows, commuting and strategic infrastructure needs all have significant influences within and between local authority areas.
- 1.7 Local Plans are the main vehicle for conveying an area's growth requirements and how these will be accommodated. However, individual local authority boundaries cannot encapsulate the geographies of issues that transcend those boundaries. Through active and on-going collaboration the authorities can jointly plan, manage and review strategic objectives and requirements for the effective implementation of sustainable development (including minerals and waste) and enhanced environments.
- 1.8 The geographic and functional relationship between the authorities' areas is demonstrated by the fact that, with Chelmsford City Council, they form a single Housing Market Area (HMA) for planning purposes; and they are a major part of the Haven Gateway, an established economic partnership. Within this context, the forecast levels of future population growth together with the geography of North Essex means that considerations for future growth will include options that have clear cross-boundary implications. These include both the expansion of existing towns and villages as well as possible new communities.
- 1.9 Consequently, Braintree, Colchester and Tendring have agreed to come together because of their shared desire to promote a sustainable growth strategy for the longer term; and the particular need to articulate the strategic priorities within the wider area and how these will be addressed. Central to this is the effective delivery of planned strategic growth, particularly housing and employment development, with the necessary supporting infrastructure.

- 1.10** Uttlesford District Council, Maldon District Council as well as other neighbouring authorities, sit within separate housing market areas. However the authorities are actively and continuously engaged to ensure that cross-boundary and strategic issues are dealt with.
- 1.11** The Localism Act 2011 places a Duty to Co-operate on local planning authorities and other public bodies. This requires them to engage constructively, actively and on an on-going basis in the preparation of plans where this involves strategic matters. The National Planning Policy Framework (NPPF) adds to this statutory duty as it expects local planning authorities to demonstrate evidence of having co-operated effectively to plan for issues with cross-boundary impacts.
- 1.12** This strategic chapter of the authorities' plans meets the requirements of the Duty to Co-operate for the authorities involved, as it concerns strategic matters with cross-boundary impacts in North Essex.
- 1.13** Against this background, the main purposes of this strategic chapter of the local plan are to:
- Articulate a spatial portrait of the area, including its main settlements and strategic infrastructure, as a framework for accommodating future planned growth;
 - Set out the numbers of additional homes and jobs across the area that will be needed covering the period to 2033;
 - Provide a strategic vision for how planned growth in North Essex will be realised;
 - Set strategic objectives and policies for key growth topics; and
 - Highlight the key strategic growth locations across the area and the necessary new or upgraded infrastructure to support this growth.

Map 1



1.4 Spatial Portrait

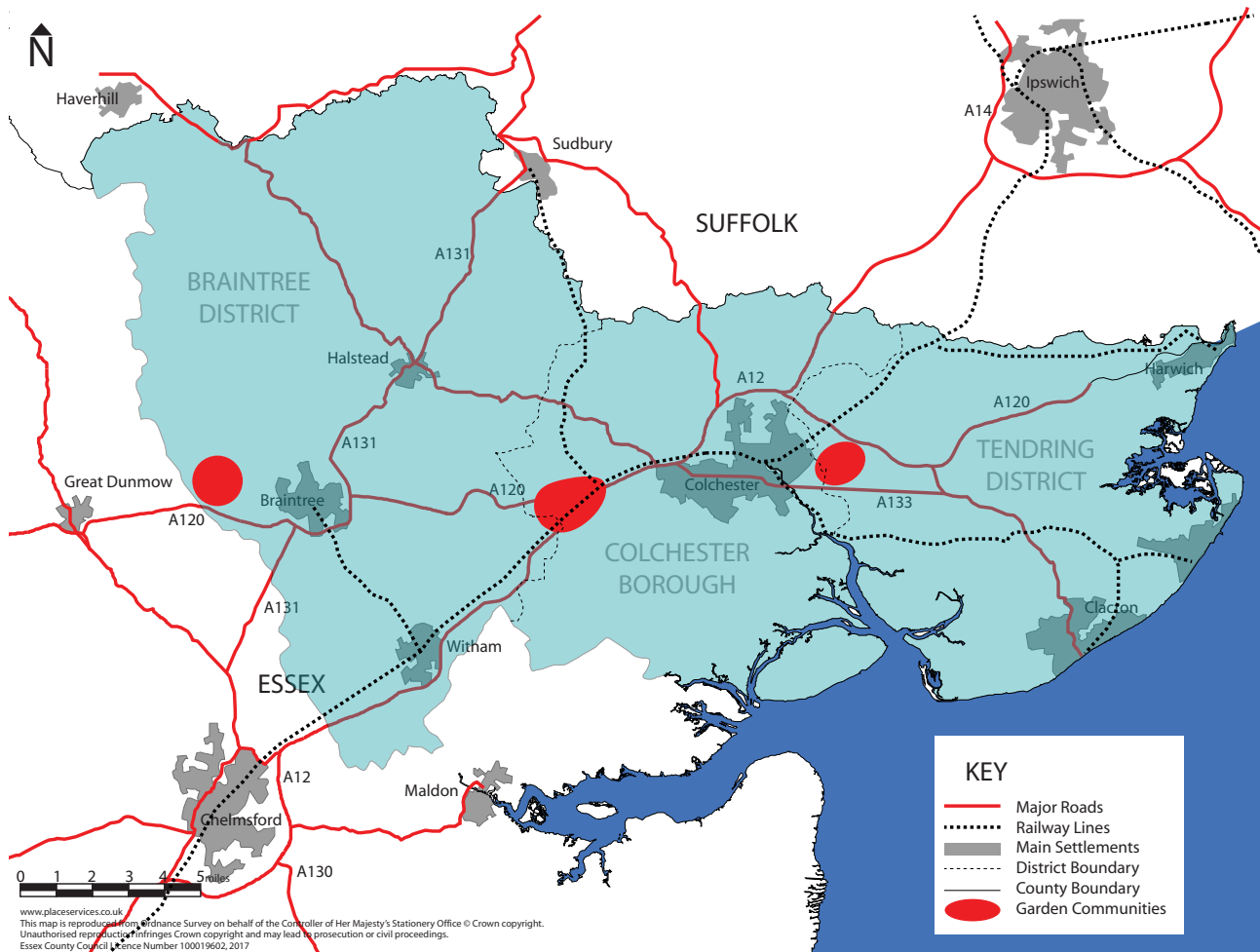
- 1.14** Braintree, Colchester and Tendring Districts are located to the north of Essex between the East coast ports and London Stansted airport. The principal towns are Braintree, Colchester and Clacton-on-Sea, together with the port of Harwich and a number of secondary settlements: Witham, Halstead, Wivenhoe, Tiptree, Brightlingsea, Walton and Frinton. Map 2 identifies the settlements that link with the main road and/or rail infrastructure.
- 1.15** Beyond these settlements much of the area has a rural character.

- 1.16** The area covered by this strategic planning approach comprises a large part of the Haven Gateway, an established partnership area which is identified in a range of existing strategy and investment documents⁽¹⁾. The Haven Gateway includes the administrative areas of Braintree, Colchester and Tendring Councils and extends northwards into Suffolk.
- 1.17** The area's strategic road and rail network is heavily used, particularly given the proximity to and connectivity with London. The principal roads are the A12 and A120, while the A130, A133 and A414 also form important parts of the strategic road network.
- 1.18** The Great Eastern Main Line provides rail services between London Liverpool Street and the East of England, including Chelmsford, Colchester and Clacton-on-Sea. It also carries freight traffic to and from Harwich International Port, which handles container ships and freight transport to the rest of the UK. Harwich is also one of the major UK ports for ferry and cruise departures.
- 1.19** Crossrail is expected to start operating in the first part of this plan period with services commencing just south of Chelmsford in Shenfield. The opportunities that Crossrail will bring in terms of additional capacity and quicker journeys to a wider choice of destinations will be a contributor to the continued attractiveness of north Essex as a place to live and to do business.
- 1.20** The growing demand for the use of airports, including London Stansted, will create additional associated pressures on road and rail infrastructure. The County Council, along with South East Local Enterprise Partnership, local and national agencies and other organisations, will also need to work collaboratively with the Local Planning Authorities to ensure infrastructure meets demand for enhanced economic growth.
- 1.21** Braintree and Colchester are the major centres of employment within the strategic area. While there are high levels of commuting to London, many residents work and live within the area with significant commuting across City and District boundaries, reflecting a functional economic geography.
- 1.22** The area has a mixed economy focused on the service sector, including wholesale and retail, business services, tourism, health and education, although there is also manufacturing and construction capacity. Due to the extensive rural area outside settlements, agriculture plays an important part in the overall economy.
- 1.23** This rurality also means that there are large areas of open countryside, including protected natural and historic landscapes. Areas of importance for nature conservation are to be found particularly along the coast and river estuaries, while the villages, towns and city include many built heritage assets.

1 Including, for example, the Economic Plan for Essex (2014) and the South East LEP Growth Deal and Strategic Economic Plan (2014).

- 1.24** A more detailed assessment of the characteristics of each area is provided in the second part of this local plan.

Map 2 - Districts with Principal Towns and Road and Rail Network



1.5 Key Issues: Opportunities and Challenges

- 1.25** Due to its strong economic base, proximity to London and attractiveness as a place to live and work, North Essex has seen significant growth over recent years. The area is well-placed and connected to key growth points in the wider region including London, Cambridge and Stansted Airport and as a result is likely to continue to be a successful location for growth. In particular Braintree and Colchester have regularly exceeded planned house building targets and this is expected to continue. Planning for and managing future population growth requires an appropriate response from the local authorities to ensure that sufficient homes, employment premises and land, and supporting social and other infrastructure are provided in a sustainable way.
- 1.26** Notwithstanding its strong economic base and steady growth, the North Essex area faces a range of challenges, notably the need to improve economic and social conditions across the area and reduce health inequalities, pockets of deprivation, infrastructure deficits and low skills; the need to ensure that the infrastructure needed

to support continued housing and jobs growth is in place at the right time; and the need to ensure that continued growth does not erode the special environment, heritage and urban assets and qualities of the area or exacerbate pressure on natural resources.

1.27 The education, health and other service needs of a growing population must be addressed, requiring careful planning to assess future needs such as pupil numbers and further adult education needs. The assessed need must in turn be translated into new or expanded education, health and other facilities which are available to meet the needs of new communities at the appropriate time. The ageing profile of residents also requires a proactive response to provide the right type of homes, including independent living and supporting services; as well as sufficient healthcare facilities to support both older residents and the population as a whole.

1.28 New development should be located and designed so that day-to-day needs of residents can be met locally and be accessible by sustainable forms of transport, including walking and cycling, and wherever possible reduce the number of car based trips. Growth will create demand for additional road and rail use with the associated need for new and upgraded infrastructure. Future planned growth provides the opportunity to address some of these infrastructure needs, although growth locations and sites need to be considered carefully with regard to the balance of providing necessary infrastructure and the viability and deliverability of development.

1.29 The NPPF expects local authorities to set out the strategic priorities for the area in the Local Plan. Of those listed in the Framework and based on the above key issues, this strategic plan chapter addresses:

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

1.6 Vision for the Strategic Area

1.30 It is important that addressing growth at any spatial scale is founded on a clear vision of how and where change should occur. The vision for North Essex sets this out at a strategic level and provides a context for the more detailed vision for the growth of each individual authority's area. The NPPF (paragraph 52) sets out that the supply of new homes can sometimes be best achieved through planning for larger scale development. The high housing need identified for North Essex, constraints in many existing urban areas and the desire to support a sustainable form of development in the long term, as part of the strategy for the development, Local Plans are proposing standalone new settlements that follow the principles of Garden Communities.

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

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

At the heart of our strategic vision for North Essex are new garden communities, the delivery of which is based on Garden City principles covered by policy SP7. The garden communities will attract residents and businesses who value innovation, community cohesion and a high quality environment, and who will be provided with opportunities to take an active role in managing the garden community to ensure its continuing success.

Residents will live in high quality, innovatively designed, contemporary homes, accommodating a variety of needs and aspirations, located in well-designed neighbourhoods where they can meet their day-to-day needs. There will be a network of tree-lined streets and green spaces, incorporating and enhancing existing landscape features and also accommodating safe and attractive routes and space for sustainable drainage solutions; and leisure and recreation opportunities for both residents and visitors of the garden communities.

Suitable models for the long term stewardship of community assets will be established and funded to provide long term management and governance of assets. All Garden City principles as specified in the North Essex Garden Communities Charter will be positively embraced including new approaches to delivery and partnership working and sharing of risk and reward for the benefit of the new communities.

1.7 Strategic Objectives

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

- **Providing Sufficient New Homes** – to provide for a level and quality of new homes to meet the needs of a growing and ageing population in North Essex; to achieve this by ensuring the availability of developable land in appropriate locations and that the market delivers a suitable mix of housing types.
- **Fostering Economic Development** – to strengthen and diversify local economies to provide more jobs; and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth.
- **Providing New and Improved Infrastructure** – to make efficient use of existing transport infrastructure and to ensure sustainable transport opportunities are promoted in all new development. Where additional capacity is required in the form of new or upgraded transport infrastructure to support new development,

to ensure this is provided alongside the development. To enable provision of upgraded broadband infrastructure and services.

- **Addressing Education and Healthcare Needs** – to provide good quality educational opportunities as part of a sustainable growth strategy, including practical vocational training and apprenticeships linked to local job opportunities. To work with partners in the NHS and local health partnerships to ensure adequate provision of healthcare facilities to support new and growing communities.
- **Ensuring High Quality Outcomes** – to promote greater ambition in planning and delivering high quality sustainable new communities, including through new garden communities and strategic growth areas. Overall, new development must secure high standards of urban and built design which creates attractive places where people want to spend time.

1.8 Strategic Issues and Policies

- 1.32** This section includes the Councils' response to the opportunities and challenges facing the wider area, in the form of strategic policies that will help to deliver the vision and objectives. These policies only cover those matters that are of strategic relevance to all three authorities. Policies that address local matters are included in the following section of the plan.

1.9 Presumption in Favour of Sustainable Development

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

Presumption in Favour of Sustainable Development

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

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

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

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

1.10 Spatial Strategy

- 1.34** Future growth will contribute to maintaining and enhancing a well-connected network of sustainable settlements across North Essex. New homes, jobs, retail and leisure facilities serviced by new and upgraded infrastructure will be accommodated as part of existing settlements according to their scale, sustainability and role, and by the creation of strategic scale new settlements. The countryside will be protected and enhanced.
- 1.35** For the majority of settlements these issues are addressed in the second part of the Local Plan dealing with each authority's area. However, it is relevant here to set out the spatial strategy at an appropriate level, as it relates to the main settlements and strategic-scale new development.
- 1.36** In Braintree District the growth will be mainly addressed via a mixture of urban extensions and new communities. Braintree town, as the largest service centre in the District, will have a number of new urban extensions. Over 4,000 new homes will be allocated in this area. The other main focus for development will be the A12 corridor with the main town of Witham and service villages of Hatfield Peverel, Kelvedon and Feering with allocations of over 2,000 new homes. Other parts of the District, including the town of Halstead, will have smaller allocations to reflect a more local need and make the best use of brownfield sites, recognising that these areas are not as sustainable. A new strategic scale garden community will be located to the west of Braintree, on the boundary with Uttlesford DC and on the eastern boundary with Colchester BC.
- 1.37** In Colchester Borough, the urban area of Colchester will continue to be a focus for growth due to its pre-eminent role as a centre for jobs, services and transport, with 4,000 new homes expected to be delivered over the Local Plan period. The urban area of Colchester, however, has a limited and diminishing supply of available brownfield sites, so new communities are included in the spatial hierarchy as a sustainable option for further growth of homes and jobs, in locations both to the east and west of Colchester on the borders with Tendring and Braintree Districts. Approximately 1,200 new homes will be allocated in the Rural District Centres of Tiptree, West Mersea and Wivenhoe. Smaller sustainable settlements will receive limited allocations proportionate to their role in the spatial hierarchy.
- 1.38** In Tendring District the spatial hierarchy promotes growth in settlements that are the most accessible to the strategic road network, public transport and offer a range of services. Clacton and Harwich with Dovercourt are classified as strategic urban

settlements and will accommodate around 5,000 new homes. A new cross-boundary garden community will be located in the west of the district and to the east of Colchester. The smaller urban settlements of Frinton with Walton and Kirby Cross, Manningtree with Lawford and Mistley, Brightlingsea and Weeley will accommodate between 1,500 and 2,500 new homes. The rural service centres and smaller rural settlements will accommodate around 1,500 new homes including a windfall allowance.

Spatial Strategy for North Essex

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

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

Each local authority will identify a hierarchy of settlements where new development will be accommodated according to the role of the settlement, sustainability, its physical capacity and local needs.

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

Three new garden communities will be developed and delivered as part of the sustainable strategy for growth at the locations shown on Map 3.3 below and the Proposals Map. These new communities will provide strategic locations for at least 7,500 additional homes within the Plan period in North Essex. . Employment development will also be progressed with the expectation that substantial additional housing and employment development will be delivered in each community beyond the current Local Plan periods. They will be planned and developed drawing on Garden City principles, with necessary infrastructure and facilities provided and a high quality of place-making and urban design.

1.11 Meeting the Need for New Homes

- 1.39** Provision of sufficient housing is critical to meet the needs of a growing population and for the effective functioning of local economies.
- 1.40** The North Essex authorities are committed to plan positively for new homes and to significantly boost the supply of housing to meet the needs of the area, including the need to provide a workforce for forecast jobs. To meet the requirements of national

policy to establish the number and type of new homes, the authorities commissioned Peter Brett Associates to produce an Objectively Assessed Housing Need Study building on earlier work. This was first published in July 2015 and updated in November 2016. It meets the requirements of the NPPF to prepare a Strategic Housing Market Assessment (SHMA).

- 1.41** Detailed analysis in the report suggests that a Housing Market Area comprising Braintree, Colchester, Chelmsford and Tendring Council areas forms a sound basis for assessing housing need.
- 1.42** Demographic projections are the starting point for assessing how much housing will be required across an area. Based on 2014 national projections covering the period 2013 to 2037, the conclusion reached is that the objectively assessed need across the Housing Market Area is 2,999 new homes a year over the period 2013 – 2037. The total requirement across north Essex, excluding Chelmsford City Council's area, is 2,186 new homes per year.
- 1.43** This figure includes a figure of 550 new homes per year for Tendring. Calculation of housing need in the District is complicated by uncertainty arising from unattributed population change (UPC).
- 1.44** Evidence on overall levels of affordable housing provision elsewhere in the Districts will be set out in more detail within the individual Local Plans and will take account of identified needs. Garden Communities need to be mixed and balanced communities and will be expected to provide 30% affordable housing.
- 1.45** Each Garden Community will be expected to provide suitable sites for Gypsies and Travellers. Additional requirements for sites to meet District wide needs will be set out in the Gypsy and Traveller Accommodation Assessment.

Meeting Housing Needs

The local planning authorities will identify sufficient deliverable sites or broad locations for their respective plan period, against the requirement in the table below.

Each authority will maintain a sufficient supply of deliverable sites to provide for at least five years' worth of housing and will work proactively with applicants to bring forward sites that accord with the overall spatial strategy and relevant policies in the plan.

| Local Authority | Objectively Assessed Need for Housing per Annum | Total Minimum Housing Supply in the Plan Period (2013-2033) |
|------------------------|--|--|
| <i>Braintree</i> | 716 | 14,320 |
| <i>Colchester</i> | 920 | 18,400 |

| Local Authority | Objectively Assessed Need for Housing per Annum | Total Minimum Housing Supply in the Plan Period (2013-2033) |
|------------------------|--|--|
| <i>Tendring</i> | 550 | 11,000 |
| <i>Total</i> | 2,186 | 43,720 |

1.12 Providing for Employment

- 1.46** A key objective for the area is to strengthen and diversify local economies to provide more jobs and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth.
- 1.47** Braintree District's employment is relatively focused on industrial-type sectors, including construction and manufacturing. London Stansted airport, in neighbouring Uttlesford, plays a significant role in employing residents of the District and through the indirect economic benefits associated with proximity to such a large employment hub.
- 1.48** Retail is the second largest sector by employment and plays an important role in sustaining the District's three key town centres. The financial and insurance sector, where Braintree District traditionally has a relatively small proportion of employment, has seen some strong growth in recent years. This may be a growth sector in the future.
- 1.49** Colchester is the dominant urban centre within the Essex Haven Gateway. The Borough has developed a strong economy, linked to its "central place" functions and to the town's historic character, cultural activities and the university. Major retail and leisure services are also located both within and adjacent to Colchester town.
- 1.50** Health, education and retail each provide over 10% of employee jobs and collectively contribute 42% of the Borough's total employment. A further six major Groups each account for between 5 – 10% of total jobs: Manufacturing; Construction; Accommodation and Food Services; Professional, Scientific & Technical; Business Administration & Support Services; and Arts, entertainment, recreation, etc.
- 1.51** Tendring District has a diverse economy with local employment across a range of activities. Health, retail and education are the largest sectors in terms of the number of jobs and together represent 45% of the District's total employment.
- 1.52** Within the western part of Tendring district, the economy and labour market of Manningtree is influenced by its relative proximity to Colchester and good transport links to London. The interior of the District is largely rural and is characterised by a high-quality environment, interspersed with small settlements.

- 1.53** Opportunities have been identified for Tendring to develop potential future strengths in offshore wind and the care and assisted living sector.
- 1.54** As part of the work to assess housing requirements, an analysis of economic forecasts was undertaken together with demographic projections to establish the inter-relationship between population growth, forecasts of new jobs and the number of new homes needed to accommodate these levels of growth. Employment Land Needs Assessments have been carried out by each authority which set out the amount of employment land that is required within the Plan period.
- 1.55** Braintree, Colchester and Tendring commissioned work to explore the employment opportunities associated with the development of innovative Garden Communities based on the likely demographic profile of these new communities and to develop quantified scenarios for future employment growth. The consultants concluded that assuming political commitment and proactive delivery on the part of local authorities, Garden Communities had the potential to deliver one job per household, in line with the Garden Communities charter, and to support employment growth in surrounding areas. The Tendring Colchester Border Garden Community is considered to perform the best in employment terms given the opportunities provided by its location adjacent to the University Essex, but the other two Garden communities also are well-placed to take advantage of employment opportunities in new technology-based businesses, construction of the Garden Communities, access to employment opportunities in Colchester and Braintree town centres, meeting the growing need for local services, and accommodating elements of the logistics supply chain
- 1.56** Employment forecasts for the three authorities accordingly factor in the longer-term aspirations for employment growth arising from the positive spin-offs associated with Garden Communities. It is important to note, however, that while job numbers can be expected to grow at a consistent rate, current trends point to overall lower requirements for additional B1 floorspace. This reflects the growth of home working enabled by enhanced digital connectivity; the continuing decline of manufacturing with its need for large floor areas; and the prevalence of 'hot desking' leading to lower requirements for office floorspace.

Providing for Employment and Retail

A strong, sustainable and diverse economy will be promoted across North Essex with the Councils pursuing a flexible approach to economic sectors showing growth potential across the Plan period.

Employment forecasts have been developed using two standard models (East of England Forecasting Model (EEFM) and Experian 2016) which forecast total job growth for each of the local authorities based on past trends. Each local authority has been advised on the most appropriate modelling figure to use in the context of reconciling job and housing demand. These figures are set out for the housing market as follows for the period 2013-2037:

Annual Jobs Forecast

| | |
|----------------------------|-----|
| Braintree (EEFM) | 490 |
| Colchester (EEFM) | 928 |
| Tendring (Experian) | 490 |

In terms of specific B use land provision, each local authority has undertaken work to establish what quantum of employment land would be required within the Plan period to meet the demand identified below for additional B use employment land. These B use employment areas are distributed between each local authority area and based on achieving a sustainable balance between jobs and the available labour force through population growth. As noted above, calculations of employment land required are affected by a range of issues that lead to different employment land portfolios for each local authority area, resulting in a proportionately greater quantum of new floorspace per job in Braintree and Tendring than in Colchester. This is a function of the prominence of higher density office requirements in Colchester and lower density logistics and industrial uses in Braintree and Tendring. The table below sets out the three authorities' employment land requirements for the period 2016 – 33 for two plausible scenarios, baseline and higher growth. These two bookends provide flexibility to allow for each authority's supply trajectory to reflect their differing requirements.⁷

Table 1.1

| Hectares of B Use Employment Land Required | | |
|---|---------------------------------------|-----------------------------------|
| | <i>Baseline (2012 Based SNPP)</i> | <i>Higher Growth Scenario</i> |
| Braintree | 23 | 43.3 |
| Colchester | 22.0 | 55.8 |
| Tendring | 20.0 | 38.0 |
| North Essex | 65ha | 137.1 |

1.13 Infrastructure and Connectivity

- 1.57** A coordinated and integrated approach to infrastructure planning and delivery is required to implement the vision for North Essex. Provision of appropriate and timely infrastructure to support growth will be central to the area's continuing prosperity, attractiveness and sustainability. Plan-led growth that includes proposed large scale garden community infrastructure with a particular focus will be on transport, education, healthcare, and telecommunications (including broadband). The Infrastructure Delivery Plan (IDP) provides more detail about the phasing and costing of infrastructure requirements.

1.14 Transport

- 1.58** North Essex is well placed in the context of connections by road, rail, air and sea to the wider region and beyond, and these connections will need to be strengthened as part of developing sustainable transport networks. The A12 and A120 trunk road network form part of the Trans-European Network carrying international vehicular traffic. The Great Eastern Main Line (GEML) and branch lines, link the major towns and cities via a high capacity, high frequency rail line radiating from London. The strategically important London Stansted Airport lies to the west within a 60km radius of key urban centres in North Essex. Access via sea is provided by the port at Harwich.
- 1.59** The challenge is to provide North Essex with a sustainable transport system that provides good access to jobs and services, to support economic growth. Growth promoted through the new Local Plans, particularly via large scale new developments where delivery will extend beyond the plan period, provides an opportunity to prioritise, facilitate and deliver larger scale transport infrastructure projects that can significantly improve connectivity across and within the area, and positively alter travel patterns and behaviour to reduce reliance on the private car.
- 1.60** The Local Plans seek to improve transport infrastructure and ensure that new development is accessible by sustainable forms of transport. Measures designed to encourage people to make other sustainable travel choices such as better public transport provision, car clubs, electric vehicle charging points and provision of cycle links and walk ways will also be required to achieve such a change. It will also help to enhance air quality and improve health and well-being.
- 1.61** Braintree, Colchester and Tendring will continue to work closely with government departments, Highways England, Essex County Council, Network Rail, rail operators and other partners to better integrate all forms of transport and improve roads and public transport and to promote cycling and walking. Key projects during the plan period will see improvements to the A12, A120, Great Eastern Main Line including rail services, and provision of rapid transit connections in and around urban areas and the Garden Communities. An integrated and sustainable transport system will be delivered that supports economic growth and helps deliver the best quality of life.

Although the funding for some of these improvements is not guaranteed the authorities will work with providers to ensure that investment will be made at the appropriate time to support the proposed growth.

1.15 The inter-urban road network

1.62 On the inter-urban road network, traffic levels have increased significantly in recent years with parts of the A12 around Colchester and Marks Tey carrying up to 90,000 vehicles per day, which is high for an A class trunk road.

1.63 Most of the inter-urban road network, particularly the capacity of the A12, is constrained by the operation of the junctions and sub-standard slips, and periods of congestion. The East of England Route Based Strategy (March 2017) provides a review of the state of the network in the East of England (including A120 Harwich to the A12 and A12 from the M25 to A14), and will inform a Strategic Road Network Initial Report (late 2017), which will outline the ambitions for the network across 2020 – 2025 (ie RIS2 period) and beyond. Consultation on plans to improve both the A12 and A120 has taken place, and the decisions made on these proposals should be informed by the planned growth, identified in Local Plans given the connection between new planned growth and the infrastructure needed to support it.

1.64 The A12 is set to have major improvements as part of the Government's Roads Investment Strategy (2015-2020) (RIS), with the aim of improving capacity and relieving congestion. The plans were announced in December 2014 and will represent the largest investment in road infrastructure received by Essex. The RIS confirmed

- investment in a technology package for the length of the A12 from the M25 to the junction with the A14;
- phased improvement of the road to a consistent dual 3 lane standard; and
- improvement to the A12/M25 junction.

Consultation on route improvement options between 19 and junction 25 of the A12 concluded in March 2017. A decision by the Planning Inspectorate on the preferred improvement option is expected in 2019.

1.65 The A120 is a key east-west corridor across Essex providing access to London Stansted Airport in the west to the Harwich ports in the east and serving the economies of Braintree, Colchester and Tendring, with links to Chelmsford via the A130. Upgrading the strategically important road will unlock greater economic potential for not only North Essex, but also the county and wider South East. It will provide tangible benefits to road users, businesses and local neighbourhoods.

1.66 Consultation on A120 route improvement options between Braintree & the A12 ended in March 2017 and ECC will make a recommendation for a preferred option to the Secretary of State for Transport and Highways England in Autumn 2017. ECC will recommend the preferred route to Government for inclusion in the next RIS, which

will run from 2020 to 2025. In addition a series of short term interventions will be delivered along the route to improve safety and relieve congestion. The final alignment may influence the final boundaries and scale of the proposed Garden Community on the Colchester Braintree border. The A120 from the A12 to Harwich is subject to a Highways England Route Based Strategy and improvements to this section of road are expected over the plan period.

1.16 Essex County Council Route-Based Strategies

- 1.67** Route-based strategies are prepared and delivered by the County Council for strategic road corridors, in consultation with local authorities. The following strategies relevant to North Essex are currently being prepared for delivery post 2018/19: A131 - Chelmsford to Braintree; A131 Braintree to Sudbury; Colchester to Manningtree and A133 Colchester to Clacton. The key objective is to identify options that will support economic growth.

1.17 Rail

- 1.68** The Great Eastern Main Line (GEML) runs between London Liverpool Street and Norwich and carries a mixture of intercity services and commuter services serving the major urban settlements; and freight from the Haven Ports (Harwich and Felixstowe). Further branch lines provide connections to Braintree, Sudbury, Harwich, Clacton and Walton.
- 1.69** The Anglia Route Study prepared by Network Rail (March 2016) shows that while capacity varies along the line, capacity to accommodate growth is limited and is particularly constrained in peak times from Chelmsford to London. Improvements are required along the line to accommodate growth and provide a faster more competitive service across the region.
- 1.70** The Study identifies a package of improvements necessary to respond to the need for increased capacity, which are seen as priorities to enable growth, improve services and journey reliability.
- 1.71** A new franchise has been awarded to Greater Anglia for passenger services in the region. New services will be provided commencing 2018 and the entire fleet of trains will be replaced and in service by 2020 adding capacity.

1.18 Bus, walking and cycling

- 1.72** Alternative forms of transport to the private car (walking, cycling and public transport) to travel to work and other trips are essential in managing congestion and to accommodate sustainable growth. The levels of growth proposed in the Local Plans will require that the consequent need to travel is managed. Travel planning and smarter choices initiatives will be promoted to ensure that all residents have good access to local jobs, services and facilities, preferably by either walking or cycling. For longer trips and in rural areas where there are fewer local services and

employment opportunities, public transport will be promoted. By promoting travel by sustainable modes there are wider benefits to local people such as improved health and air quality.

- 1.73** Within the urban areas, bus networks are available although currently underutilised. Essex County Council will address this through a new passenger transport strategy that places emphasis on improving sustainable travel modes, i.e. creating viable public transport routes that operate smoothly and potentially have priority over private car travel, thus making public transport a more appealing method of travel.
- 1.74** Through implementation of the Essex Cycling Strategy (2016), Cycling Action Plans will be prepared to increase cycle levels; identify safety issues; identify gaps on key routes; identify ways of closing gaps; and create better cycle connectivity to key employment areas, development zones and schools. The provision of continuous cycle routes and a coherent cycle network will encourage people to make short trips by bicycle rather than by car.

1.19 Achieving Sustainable Transport

- 1.75** Creating development that is accessible by different modes of transport, especially walking and cycling and the use of public transport is essential to promoting sustainable development as it reduces car dependency. An important policy tool to achieve this is a people orientated transport hierarchy i.e. prioritising walking and providing access for people with mobility impairment; cycling; public transport; cars (for occupiers on site and visitors); powered two wheelers; and commercial vehicles). The modal hierarchy will be used to ensure that if not all modes can be satisfactorily accommodated, those towards the top of the hierarchy are considered first and given greater priority.
- 1.76** Sustainable transport management will be based on promoting modes which minimise environmental impact and promote social inclusion. It is important that developments are well located in relation to existing walking, cycling and public transport networks, and where appropriate provide enhanced facilities, as this will ensure that there is the maximum potential to use these modes as attractive alternatives to cars.

1.20 Sustainable Travel and Major New Developments

- 1.77** Proposals for major new development set out in this plan provide an opportunity to create a step change in establishing sustainable travel modes, particularly in the case of the proposed new garden communities. Management of travel demand will occur through providing retailing, jobs, services and facilities within the new communities to help reduce the need to travel, and the communities will be integrated and connected with the rest of North Essex and beyond through excellent public transport links providing a step change in sustainable travel patterns and will also reduce any adverse impact they might have on the highway network. Provision for

car travel will include an emphasis on the use of new technology such as electric and ultra low emission vehicles. Strategies for car usage will include car sharing, car clubs and appropriate car parking strategies.

- 1.78** To maximise the use of public transport new forms of high quality rapid transit networks will be provided to connect the proposed garden communities to existing urban centres such as Colchester and Braintree; key destinations such as the University of Essex; and key transport interchanges in North Essex. To achieve the desired step change in sustainable transport this infrastructure will be identified in subsequent development plan documents and need to be funded and provided early in the development phase.

1.21 Garden Communities

- 1.79** 1.79 The challenge in the Garden Communities will be to create a community in which people move in around in a different way to which most of the existing towns in North Essex currently do. Networks need to give priority to people for short everyday trips to link people to work, education, retail, leisure, creating an independent safe environment.
- 1.80** 1.80 The new garden communities will seek to manage travel demand, providing retailing, jobs, services and facilities within the site to help reduce the need to travel, and integrate and connect with the rest of North Essex and beyond through public transport to promote sustainable travel patterns and reduce adverse impacts on the highway network. The North Essex Garden Communities Charter seeks to ensure that land use planning of the new communities maximises the provision and use of sustainable transport internally and connects externally to key urban centres.
- 1.81** 1.81 To maximise the use of public transport new forms of high quality rapid transit networks will be provided to serve existing urban centres such as Colchester and Braintree; key destinations such as the University of Essex; and key transport interchanges in North Essex. To achieve the desired step change in sustainable transport this infrastructure will need to be funded and provided early in the development phase.
- 1.82** 1.82 Consistent with healthy living, safe, attractive and convenient walking and cycling routes will maximise active mode choice. Connectivity will be improved across barriers such as rail lines and major roads to bring together communities Provision for car travel will include an emphasis on the use of new technology such as electric and ultra-low emission vehicles. Strategies for car usage will include car sharing, car clubs and appropriate car parking strategies.

1.22 Education

- 1.83** New development must provide for the educational needs of new communities and this is set out in more detail within the Infrastructure Delivery Plan. This will involve the expansion of existing schools where feasible and the construction of new schools,

together with provision for special educational needs, early years and childcare places. Education requirements will need to be based on a strong understanding of future pupil numbers, with co-operation between county, district and borough councils. A range of educational opportunities will need to be addressed as part of a sustainable growth strategy, including practical vocational training, apprenticeships, and further and higher education.

1.23 Healthcare

- 1.84** The authorities will need to work with the NHS, Public Health and local health partnerships to ensure adequate provision and range of healthcare facilities to support new and growing communities and this is set out in more detail within the Infrastructure Delivery Plan. This will be particularly important given the ageing profile of existing and future residents. There is already a need for more and better quality health care facilities across North Essex with some areas having relatively poor access to health care facilities. Health objectives will also be delivered through providing safe, attractive and convenient routes for walking and cycling, and maximising participation in active modes of travel. Support will be given to to meet cross-boundary need for hospice facilities.

1.24 Broadband

- 1.85** The NPPF indicates how high quality communications infrastructure is crucial for sustainable growth. The availability of high speed and reliable broadband, particularly in rural areas is a key factor in unlocking new development opportunities and ensuring that people can access services online and work from home.
- 1.86** Fast broadband connections and telecommunications are an increasingly important requirement to serve all development. New development should contribute to the creation of a comprehensive and effective network in both urban and rural areas to promote economic competitiveness and to reduce the need to travel. The priority is to secure the earliest availability for universal broadband coverage and fastest connection speeds for all existing and new developments.

Infrastructure and Connectivity

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

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

Transport

- New and improved infrastructure required to support economic growth, strategic and site-specific priorities outlined in the second part of each Local Plan

- Substantially improved connectivity by promoting more sustainable travel patterns, introducing urban transport packages to increase transport choice, providing better public transport infrastructure and services, and enhanced inter-urban transport corridors
- Increased rail capacity, reliability and punctuality; and reduced overall journey times by rail
- Support changes in travel behaviour by applying the modal hierarchy and increasing opportunities for sustainable modes of transport that can compete effectively with private vehicles
- Prioritise public transport, particularly in the urban areas, including new and innovative ways of providing public transport including;
 - high quality rapid public transit networks and connections, in and around urban areas with links to the new Garden Communities
 - maximising the use of the local rail network to serve existing communities and locations for large-scale growth
 - a bus network that is high quality, reliable, simple to use, integrated with other modes and offers flexibility to serve areas of new demand
 - promoting wider use of community transport schemes
- Improved road infrastructure and strategic highway connections to reduce congestion and provide more reliable journey times along the A12, A120, and A133 to improve access to markets and suppliers for business, widen employment opportunities and support growth
- Improved junctions on the A12 and other main roads to reduce congestion and address safety
- A dualled A120 between the A12 and Braintree
- A comprehensive network of segregated walking and cycling routes linking key centres of activity contributing to an attractive, safe, legible and prioritised walking/cycling environment
- Develop innovative strategies for the management of private car use and parking including support for electric car charging points.

Education

- Provide sufficient school places in the form of expanded or new primary and secondary schools together with early years and childcare facilities, with larger developments setting aside land and/or contributing to the cost of delivering land for new schools where required
- Facilitate and support provision of practical vocational training, apprenticeships, and further and higher education

Health

- Ensure that essential healthcare infrastructure is provided as part of new developments of appropriate scale in the form of expanded or new healthcare facilities including primary and acute care; pharmacies; dental surgeries; opticians, supporting community services including hospices, treatment and counselling centres.
- Require new development to maximise its positive contribution in creating healthy communities and minimise its negative health impacts, both in avoidance and mitigation, as far as is practicable.

Broadband

Roll-out of superfast broadband across North Essex to secure the earliest availability for universal broadband coverage and fastest connection speeds for all existing and new developments (residential and non-residential), where all new properties allow for the provision for superfast broadband in order to allow connection to that network as and when it is made available.

1.25 Creating Quality Places

- 1.87** The North Essex area has a great variety of natural environments, and wonderful towns and villages. It is critical that new development must incorporate high standards of place-making along with urban and architectural design to respect the character of these environments. Major new developments will be planned carefully with the use of masterplans and design codes where appropriate.
- 1.88** Networks of green and blue infrastructure should be provided across new developments, linking new developments within existing networks of open space. These areas can be multi use, providing space for natural species and habitats as well as space for informal recreation and walking links.
- 1.89** This requirement for high design standards will apply across all scales of new development as well as to infrastructure projects. Enhancements to the public realm, landscaping measures and attention to architectural detail will be important features that the authorities will wish to see included in new developments. Strategic scale and more local green infrastructure can make a vital contribution to quality of place, biodiversity and health outcomes if properly integrated into the design and delivery of new development.

Place Shaping Principles

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

All new development should reflect the following principles:

Respond positively to local character and context to preserve and enhance the quality of existing communities and their environs;

Provide buildings that exhibit individual architectural quality within well-considered public and private realms;

Protect and enhance assets of historical or natural value;

Create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above use of the private car;

Where possible, provide a mix of land uses, services and densities with well-defined public and private spaces to create sustainable well-designed neighbourhoods;

Enhance the public realm through additional landscaping, street furniture and other distinctive features that help to create a sense of place;

Provide streets and spaces that are overlooked and active and promote inclusive access;

Include parking facilities that are well integrated as part of the overall design and are adaptable if levels of private car ownership fall;

Provide an integrated network of multi-functional public open space and green and blue infrastructure that connects with existing green infrastructure where possible;

Include measures to promote environmental sustainability including addressing energy and water efficiency, and provision of appropriate wastewater and flood mitigation measures; and

Protect the amenity of existing and future residents and users with regard to noise, vibration, smell, loss of light and overlooking.

1.26 Cross Boundary Garden Communities

- 1.90** A key element of the spatial growth strategy for North Essex is the development of new sustainable garden communities.

- 1.91** Garden communities were amongst a range of options which were considered by the local authorities to deliver their housing and employment needs. A number of sites of sufficient scale to accommodate a garden community were identified through the Call for Sites, the Strategic Land Availability Assessment (SLAA) and wider evidence gathering processes by each of the local authorities. All these options were evaluated and the assessments can be seen as part of the Sustainability Appraisal.
- 1.92** An Appropriate Assessment has also been completed to consider the effects of proposals in Section 1 on the integrity of the European sites either alone or in combination with other plans and projects. At the Screening Stage the likely significant effects on European Sites, either alone or in combination with other plan and projects, were loss of offsite habitat, recreational impacts and water quality. These issues were further considered through the Appropriate Assessment.
- 1.93** Loss of off-site habitat - To mitigate for the loss of off-site habitat, the Appropriate Assessment identified the need for wintering bird surveys for the Tendring Colchester Borders Garden Community as part of any project level development proposals and masterplanning, to determine the sites individual importance for golden plover and lapwing and inform mitigation proposals and a commitment to mitigation and phasing of Tendring Colchester Borders Garden Community is required within the Section 1 Strategic Plan dependent on the findings of bird surveys.
- 1.94** Recreational Impacts - To mitigate for any increase in recreational pressures at the European sites, the Appropriate Assessment recommended the production for Recreational Avoidance and Mitigation Strategies (RAMS) for the Colne & Blackwater, Stour and Orwell SPAS/Ramsar sites and Essex Estuaries SAC.
- 1.95** Water quality – To ensure that the water quality of the European Sites are not adversely affected by growth proposals in Section 1, the Appropriate Assessment recommended the inclusion of policy safeguards to ensure that adequate water treatment capacity exists prior to developments proceeding and a commitment that the phasing of development would not exceed water and sewage infrastructure capacity and that the necessary infrastructure upgrades would be in place prior to developments coming forward.
- 1.96** The three authorities are committed to implementing the recommendations in the Section 1 Appropriate Assessment and these will be further progressed through the Strategic Growth DPDs.
- 1.97** Due to the scale of development proposed across North Essex and the infrastructure constraints which exist in many of the existing main settlements, new garden communities were considered the most deliverable and sustainable option, providing a major long-term supply of new homes if they could be delivered to the right standards at the right time. Locations for three new garden communities were selected based on the evidence gathered and assessments undertaken.

- 1.98** These new communities will accommodate a substantial amount of the housing and employment growth planned for North Essex within the plan period and beyond in a sustainable way that meets the vision and strategic objectives, and provides a quality of development and community that would not occur in the absence of a holistic approach to planning and delivery. In the absence of commitment and a policy framework that secures the principles of garden communities development in the identified locations would not be acceptable. Other options for meeting the growth would have to be considered.
- 1.99** The North Essex Garden Communities will be planned new settlements that respond directly to their regional, local and individual site context and opportunities to create developments underpinned by a series of interrelated principles which are based on the Town and Country Planning Association (TCPA) Garden City Principles, adapted for the specific North Essex context as set out in the North Essex Garden Communities Charter.
- 1.100** At least two of the three garden communities will be cross-boundary, and continued close joint working between the authorities involved will be required to secure their successful delivery. Each of the authorities is committed to ensuring that the new garden communities are as sustainable and high quality as possible and that the infrastructure needed to support them is delivered at the right time. This will require the local authorities to work very closely with the landowners within the proposed garden community locations to develop and put in place a robust delivery mechanism that will ensure a fair and equitable distribution of the costs and land requirements needed to secure the ambitions for these garden communities and create a long term legacy appropriate to the scale of this ambition. The Councils have developed and incorporated Local Delivery Vehicles (LDV) that could be used to deliver the garden communities. The Councils are aware of the emerging Government proposals for locally led new town development corporations that may offer an alternative means of delivery. Other delivery models are also being considered, and an appropriate tailored approach will need to be used in relation to each community. The Councils are confident that the LDV models viable and can deliver successful and sustainable garden communities, but will continue to explore other ways of achieving the vision that offer similar levels of confidence that the right quality of development will be delivered at the right time. The North Essex Garden Communities Charter has provided a good starting point in creating a framework for this approach.
- 1.101** As noted earlier in this Part 1 of the Local Plan, Uttlesford are in a separate housing market area and are therefore not formal partners in this Strategic Plan for North Essex. There will continue to be ongoing discussions with Uttlesford regarding the extent of the garden community at West of Braintree. The Uttlesford Issues and Options Plan published in October 2015 included an area of search to the west of Braintree. Uttlesford District Council is proposing to undertake preferred options consultation on its Local Plan in the summer of 2017 and the eventual scale of the west of Braintree option may depend on the conclusions that Uttlesford reach.

- 1.102** The Garden Communities are located within a Minerals Safeguarding Area. In line with the Essex Minerals Local Plan, the Mineral Planning Authority requires a Minerals Resource Assessment to be undertaken to assess if the sites contain a minerals resource that would require extraction prior to development. Should the viability of extraction be proven, the mineral shall be worked in accordance with the phased delivery of the non-mineral development.
- 1.103** At least two of the three garden communities will be cross-boundary, and the continued close joint working between the authorities involved will be required to secure their successful delivery. Each of the authorities is committed to ensuring that the new garden communities are as sustainable and high quality as possible and that the infrastructure needed to support them is delivered at the right time. Development Plan Documents will be developed for each of the garden communities. These will set out the design, development and delivery principles of each new community based on the principles set out in SP7 'Development and Delivery of New Garden Communities in North Essex' as well as the mechanism for attributing house completions to the local planning authorities' housing targets.
- 1.104** Based on the partnership wording between the North Essex authorities to date and their continuing commitment to the projects, each of the three proposed garden communities is planned to deliver 2,500 dwellings during the Local Plan to 2033. Delivery of 2,500 dwellings in the cross-border garden communities, no matter where they are physically built, within the Local Plan period to 2033 will be attributed as set out in section 2 of each of the individual Local Plans, or if more dwellings are built then 50:50 between the two districts concerned. A detailed mechanism will be developed to attribute housing completions to the local planning authorities to deal with the possibility that fewer than 2,500 dwellings are completed in any of the communities during the plan period to 2033; it will be informed by the DPD and agreed through a Memorandum of Understanding. It will take into account a range of factors including;
- The resources, including finance, committed to the partnership by the councils to support delivery of high quality garden communities and achieve the projected housing delivery in both districts;
 - The wider benefits of the garden communities to the districts;
 - The burdens to the infrastructure of the districts generated by communities; and
 - The proportion of the housing built in each district

Development and Delivery of New Garden Communities in North Essex

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

Tendring/Colchester Borders, a new garden community will deliver 2,500 homes within the Plan period (as part of an overall total of between 7,000-9,000 homes to be delivered beyond 2033)

Colchester/Braintree Borders, a new garden community will deliver 2,500 within the Plan period (as part of an overall total of between 15,000 – 24,000 homes to be delivered beyond 2033)

West of Braintree in Braintree DC, a new garden community will deliver 2,500 homes within the Plan period (as part of an overall total of between 7,000- 10,000 homes to be delivered beyond 2033)

Each of these will be an holistically and comprehensively planned new community with a distinct identity that responds directly to its context and is of sufficient scale to incorporate a range of homes, employment, education & community facilities, green space and other uses to enable residents to meet the majority of their day-to-day needs, reducing the need for outward commuting. Delivery of each new community will be phased and underpinned by a comprehensive package of infrastructure.

The Councils will need to be confident, before any consent is granted, that the following requirements have been secured either in the form of appropriate public ownership, planning agreements and obligations and, if necessary a local infrastructure tariff.

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

i. Community and stakeholder empowerment in the design and delivery of each garden community from the outset and a long-term community engagement and activation strategy

ii. The public sector working pro-actively and collaboratively with the private sector to design, and bring forward these garden communities, deploying new models of delivery, sharing risk and reward and ensuring that the cost of achieving the following is borne by landowners and those promoting the developments: (a) securing a high-quality of place-making, (b) ensuring the timely delivery of both on-site and off-site infrastructure required to address the impact of these new communities, and (c) providing and funding a mechanism for future stewardship, management, maintenance and renewal of community infrastructure and assets. Given the scale of and time period for development of these new garden communities, the appropriate model of delivery will secure a comprehensive approach to the delivery of each new community in order to achieve the outcomes outlined above, avoid a piecemeal approach to development, provide the funding and phasing of both development and infrastructure, and be sustainable and accountable in the long term.

iii. Promotion and execution of the highest quality of planning, design and management of the built and public realm so that the Garden Communities are characterised as distinctive places that capitalise on local assets and establish environments that promote

health, happiness and well-being. This will involve developing a cascade of design guidance including concept frameworks, detailed masterplans and design codes and other guidance in place to inform and guide development proposals and planning applications. Planning applications and any local development orders or other consenting mechanisms for the garden communities will be expected to be consistent with approved design guidance

iv. Sequencing of development and infrastructure provision (both on-site and off-site) to ensure that the latter is provided ahead of or in tandem with the development it supports to address the impacts of the new garden communities, meet the needs of residents and establish sustainable travel patterns.

v. Development that provides for a truly balanced and inclusive community and meets the housing needs of local people including a mix of dwelling sizes, tenures and types including provision for self- and custom-built homes and provision for the aging population; to meet the requirements of those most in need including 30% affordable housing in each garden community.

vi. Provide and promote opportunities for employment within each new community and within sustainable commuting distance of it

vii. Plan the new communities around a step change in integrated and sustainable transport systems for the North Essex area that put walking, cycling and rapid public transit networks and connections at the heart of growth in the area, encouraging and incentivising more sustainable active travel patterns

viii. Structure the new communities to create sociable, vibrant and walkable neighbourhoods with equality of access for all to a range of community services and facilities including health, education, retail, culture, community meeting spaces, multi-functional open space, sports and leisure facilities

ix. Develop specific garden community parking approaches and standards that help promote the use of sustainable transport and make efficient use of land.

x. Create distinctive environments which relate to the surrounding environment and that celebrate natural and historic environments and systems, utilise a multi-functional green-grid to create significant networks of new green infrastructure including new country parks at each garden community, provide a high degree of connectivity to existing corridors and networks and enhance biodiversity

xi. Secure a smart and sustainable approach that fosters climate resilience and a 21st century environment in the design and construction of each garden community to secure net gains in local biodiversity, highest standards of energy efficiency and innovation in technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste and mineral management

xii. Ensure that the costs and benefits of developing a garden community are shared by all landowners, with appropriate measures being put in place to equalise the costs and land contributions

xiii. Consideration of potential on-site mineral resources through a Minerals Resource Assessment as required by the Minerals Planning Authority.

xiv. Establishment at an early stage in the development of the garden communities, of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green space, public realm areas and community and other relevant facilities; such arrangements to be funded by the developments and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.

These principles are elaborated upon in the North Essex Garden Community Charter.

A Development Plan Document will be developed for each of the garden communities to set out the principles of their design, development and phasing as well as a mechanism to appropriately distribute housing completions to the three Councils and this will be agreed through a Memorandum of Understanding.

1.105 The following three policies relate to each of the new garden communities.

Tendring/Colchester Borders Garden Community

The adopted policies map identifies the broad location for the development of a new garden community of which the details and final number of homes will be set out in a Strategic Growth Development Plan Document to be prepared jointly between Colchester BC and Tendring DC and which will incorporate around 2,500 dwellings within the Plan period (as part of an overall total of between 7,000-9,000 homes) and provision for Gypsy and Travellers.

The Strategic Growth DPD will set out the nature, form and boundary of the new community. The document will be produced in consultation with stakeholders and will include a concept plan showing the disposition and quantity of future land-uses, and give a three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the provision of the necessary social, physical and environmental infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured. The DPD will provide the framework for the subsequent development of more detailed masterplans and other design and planning guidance for the Tendring / Colchester Borders Garden Community.

The DPD and any planning application will address the following principles and requirements in the design, development and delivery of the new garden community:

A. Place-making and design quality

1. The development of a new garden community to high standards of design and layout drawing on its context and the considerable assets within its boundaries such as woodland, streams and changes in topography, as well as the opportunities afforded by the proximity of the University of Essex campus to create a new garden community that is innovative, contemporary and technologically enabled, set within a strong green framework with new neighbourhood centres at its heart. It will be designed and developed to have its own identity and be as self-sustaining as possible recognising its location close to the edge of Colchester. It will secure appropriate integration with Colchester and the nearby University of Essex campus by the provision of suitable walking and cycling links and rapid public transport systems and connections to enable residents of the new community to have convenient access to town centre services and facilities in Colchester as well as Elmstead Market. Clear separation will be maintained between the new garden community and the nearby villages of Elmstead Market and Wivenhoe.

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

B. Housing

3. A mix of housing types and tenures including self- and custom-build and starter homes will be provided on the site, including a minimum of 30% affordable housing. The affordable housing will be phased through the development;

4. New residential development will seek to achieve appropriate densities which reflect both context, place-making aspirations and opportunities for increased levels of development around neighbourhood centres and transport hubs.

C. Employment and Jobs

5. Provision for a wide range of job, skills and training opportunities will be created in the garden community. This may include B1 and/or non B class employment generating uses towards the south of the site in proximity to the existing University of Essex and Knowledge Gateway and provision for B1, B2 and B8 businesses to the north of the site close to the A120;

6. High speed and reliable broadband will be provided and homes will include specific spaces to enable working from home.

D. Transportation

7. A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and maximise the opportunities for sustainable travel including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access and to access the adjoining areas; development of a public rapid transit system connecting the garden community to Essex University and Colchester town centre; park and ride facilities and other effective integrated measures to mitigate the transport impacts of the proposed development on the strategic and local road network. Longer term transport interventions will need to be carefully designed to minimise the impacts on the strategic and local road network and fully mitigate any environmental or traffic impacts arising from the development. These shall include bus (or other public transit provisions) priority measures between the site, University of Essex, Hythe station and Colchester Town Centre;

8. Foot and cycle ways shall be provided throughout the development and connecting with the surrounding urban areas and countryside, including seamlessly linking key development areas to the University of Essex, Hythe station and Colchester Town Centre;

9. Primary vehicular access to the site will be provided off the A120 and A133;

10. Other specific transport-related infrastructure requirements identified through the Strategic Growth Development Plan Document and masterplans for this garden community will be delivered in a phased manner.

E. Community Infrastructure

11. District and neighbourhood centres of an appropriate scale will be provided to serve the proposed development. The centres will be located where they will be easily accessible by walking, cycling and public transit to the majority of residents in the garden community.

12. Community meeting places will be provided within the local centres;

13. Primary healthcare facilities will be provided to serve the new development;

14. A secondary school, primary schools and early-years facilities will be provided to serve the new development;

15. A network of multi-functional green infrastructure will be provided within the garden community incorporating key elements of the existing green assets within the site. It will include community parks, allotments, a new country park, the provision of sports areas with associated facilities; and play facilities;

16. Indoor leisure and sports facilities will be provided with the new community, or contributions made to the improvement of off-site leisure facilities to serve the new development.

F. Other Requirements

17. *Provision of improvements to waste water treatment including an upgrade to the Colchester Waste Water Treatment Plant and off-site drainage improvements;*

18. *Provision, management and on-going maintenance of sustainable surface water drainage measures to manage and mitigate the risk of flooding on site and which will reduce the risk of flooding to areas downstream or upstream of the development;*

19. *Landscape buffers between the site and existing development in Colchester, Wivenhoe and Elmstead Market;*

20. *Protection and/or enhancement of heritage and biodiversity assets within and surrounding the site;*

21. *Provision of appropriate buffers along strategic road and rail infrastructure to protect new development;*

22. *Provision of appropriate design and infrastructure that incorporates the highest standards of innovation in energy efficiency and technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste / recycling management facilities;*

23. *Measures to support the development of the new community including provision of community development support workers (or other provision) for a minimum of ten years from initial occupation of the first homes and appropriate community governance structures;*

24. *Establishment at an early stage in the development of the garden community, of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green space, public realm areas and community and other relevant facilities; such arrangements to be funded by the development and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.*

Colchester/Braintree Borders Garden Community

The adopted policies map identifies a strategic area for development of a new garden community of which the details and final number of homes will be set out in a Strategic Growth Development Plan Document to be prepared jointly between Colchester BC and Braintree DC and which will incorporate provision of around 2,500 dwellings within the Plan period (as part of an overall total of between 15,000 to 24,000 homes) and provision for Gypsy and Travellers.

The Strategic Growth DPD will set out the nature, form and boundary of the new community. The document will be produced in consultation with stakeholders and will include a concept plan showing the disposition and quantity of future land-uses, and

give a three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the provision of the necessary social, environmental and physical infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured. The DPD will provide the framework for the subsequent development of more detailed masterplans and other design and planning guidance for the Colchester/Braintree Borders Garden Community.

The DPD and any planning application will address the following principles and requirements in the design, development and delivery of the new garden community:

A. Place-making and design quality

1. The development of a new garden community to high standards of design and layout drawing on its context and the assets within its boundaries including streams, land drains and ditches, mature hedgerows and field boundaries, woodland, existing and re-established habitats, and historic buildings. A mixed use district centre will provide a vibrant heart to this new community supplemented by neighbourhood centres to form foci for new neighbourhoods. The design of the community will also address the challenges offered by other features in particular the severance created by the A12 and A120 and maximise the opportunities afforded through integration with the existing community of Marks Tey, and the presence of the railway station, all underpinned by a strong green-grid of connected green space that provides great recreational opportunities for residents and connection to the wider countryside. The garden community will be designed and developed to have its own identity and be as self-sustaining as possible. Clear separation will be maintained between the new garden community and the nearby settlements of Coggeshall, Stanway Easthorpe and Feering.

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

B. Housing

3. A mix of housing types and tenures including self- and custom-build and affordable housing will be provided on the site, including a minimum of 30% affordable housing. The affordable housing will be phased through the development;

4. New residential development will seek to achieve appropriate densities which reflect both context, place-making aspirations and opportunities for increased levels of development around neighbourhood centres and transport hubs.

C. Employment and jobs

5. *Employment – additional wording pending further evidence base findings. Provision for a wide range of job, skills and training opportunities will be created in the garden community. This may include B1 and/or non B class employment generating uses around the rail station as part of mixed use urban development to provide for a wide range of local employment opportunities where appropriate;*

6. *High speed and reliable broadband will be provided and homes will include specific spaces to enable working from home.*

D. Transportation

7. *A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and maximise the opportunities for sustainable travel including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access the adjoining area; development of a public rapid transit system connecting this new garden community to the wider Colchester context; development of opportunities to improve accessibility to Marks Tey rail station (or provide for its relocation to a more central location within the garden community); and effective measures to mitigate the transport impacts of the proposed development on the strategic and local road network. Longer term transport interventions will need to be carefully designed to minimise the impacts on the strategic road network and fully mitigate any environmental or traffic impacts. Other specific transport-related infrastructure requirements identified through the subsequent Strategic Growth Development Plan Document and masterplans for this garden community will be delivered in a phased manner;*

8. *Primary vehicular access to the site will be provided via the strategic road network;*

9. *Improvements to the local road infrastructure will be necessary to mitigate adverse traffic impacts and serve the new development. These shall include bus/rapid transit priority measures between the site, Colchester and Braintree town centres, employment areas and rail stations;*

10. *Foot and cycle ways shall be provided throughout the development and existing communities and surrounding countryside, including seamlessly linking key development areas to the wider network;*

11. *Opportunities will be explored to establish how Marks Tey rail station can be made more accessible to residents of the new community including relocation of the station to a more central location and improvement of walking, cycling and public transport links to the station.*

E. Community Infrastructure

12. District and local centres of an appropriate scale will be provided to serve the proposed development. The centres will be located where they will be easily accessible by walking, cycling and public transit to the majority of residents in the garden community including residents of the existing Marks Tey village.

13. Community meeting places will be provided within the district and local centres.

14. Primary healthcare facilities will be provided to serve the new development

15. At least one secondary school, primary schools and early-years facilities will be provided to serve the new development;

16. A network of multi-functional green infrastructure will be provided within the garden community incorporating key elements of the existing green assets within the site. It will include community parks, allotments, a new country park and the provision of sports areas with associated facilities and play facilities;

17. Indoor leisure and sports facilities will be provided with the new community, or contributions made to the improvement of off-site leisure facilities to serve the new development

F. Other Requirements

18. Provision of improvements to waste water treatment including an upgrade to the Colchester Waste Water Treatment Plant and off-site drainage improvements;

19. Provision, management and on-going maintenance of sustainable surface water drainage measures to manage and mitigate the risk of flooding on site and which will reduce the risk of flooding to areas downstream or upstream of the development;

20. Landscape buffers between the site and Coggeshall, Feering, Stanway and Easthorpe;

21. Protection and/or enhancement of heritage and biodiversity assets within and surrounding the site including the SSSI at Marks Tey brick pit, Marks Tey Hall, Easthorpe Hall Farm, Easthorpe Hall and the habitats along and adjoining the Domsey Brook and Roman River corridors;

22. Provision of appropriate buffers along strategic road and rail infrastructure to protect new development;

23. Provision of appropriate design and infrastructure that incorporates the highest standards of innovation in energy efficiency and technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste / recycling management facilities;

24. Measures to support the development of the new community including provision of community development support workers (or other provision) for a minimum of ten years from initial occupation of the first homes and appropriate community governance structures;

25. Establishment at an early stage in the development of the garden community, of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green space, public realm areas and community and other relevant facilities; such arrangements to be funded by the development and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.

Policy SP10 1

West of Braintree Garden Community

The adopted policies map, identifies a strategic area for development of a new garden community of which the details and final number of homes will be set out in a Strategic Growth Development Plan Document to be prepared jointly between Braintree DC and Uttlesford DC if applicable and which will incorporate provision of around 2,500 homes within the Plan period (as part of an overall total of between 7,000 – 10,000 homes) in North Essex and provision for Gypsy and Travellers.

Broadfield Farm lies within the garden community search area and is an allocated minerals extraction site within the Essex County Council adopted Minerals Local Plan. The mineral extraction, restoration and after care of the minerals site will need to be planned alongside the wider development of the garden community.

The Strategic Growth DPD will set out the nature and form of the new community. The DPD will be produced in consultation with stakeholders will include a concept plan showing the disposition and quantity of future land-uses, and give a three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the provision of the necessary social and physical infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured. The DPD will provide the framework for the subsequent development of more detailed masterplans and other design and planning guidance for the West of Braintree Garden Community.

The DPD and any planning application will address the following principles and requirements in the design, development and delivery of the new garden community:

A. Place-making and design quality

1. The development of a new garden community to high standards of design and layout drawing on its context and the assets within and close to its boundaries including Boxted Wood, Golden Grove, Rumley Wood, Pods Brook and the historic airfield. The gently sloping topography to the south of the site also affords opportunities for long distance views. These key assets will provide a context to build a new green-grid upon to provide an attractive setting for the new community and linking to the wider countryside. The new community will also address the relationship with existing communities close to its boundaries and maintain a separation between them including Great Saling, Stebbing Green and Rayne.. The garden community will be designed and developed to have its own identity and be as self-sustaining as possible;

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

B. Housing

3. A mix of housing types and tenures including self- and custom-build and starter homes will be provided on the site, including a minimum of 30% affordable housing. The affordable housing will be phased through the development;

4. New residential development will seek to achieve appropriate densities which reflect context, place-making aspirations and opportunities for increased levels of development around neighbourhood centres and transport hubs.

C. Employment and jobs

5. Employment – additional wording pending further evidence base findings. Provision for a wide range of job, skills and training opportunities will be created within the garden community. This may include space for B1, B2 and B8 businesses in the southern part of the community close to the A120 as well as on non-employment park locations throughout the Garden Community to provide for a wide range of local employment opportunities;

6. High speed and reliable broadband will be provided and homes will include specific spaces to enable working from home.

D. Transportation

7. A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and maximise the opportunities for sustainable travel including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access the adjoining area; development of an effective public transport system; development of opportunities to improve accessibility to local rail stations; and effective measures to mitigate the transport impacts of the proposed development on the strategic and local road network. Improvements to the

local road infrastructure will be necessary to mitigate adverse traffic impacts and serve the new development. These shall include bus / rapid transit priority measures between the site, Braintree town centre, rail station and employment areas including the Skyline business park and London Stansted Airport. Longer term transport interventions will need to be carefully designed to minimise the impacts on the strategic and local road network and fully mitigate any environmental or traffic impacts arising from the development;

8. Primary vehicular access to the site will be provided via the A120 and B1256;

9. Foot and cycle ways shall be provided throughout the development, including linking the site to Braintree town through the existing Flitch Way linear country park;

10. Other specific transport-related infrastructure requirements identified through the Strategic Growth Development Plan Documents and masterplans for this garden community will be delivered in a phased manner.

E Community Infrastructure

11. District and local centres of an appropriate scale will be provided to serve the proposed new community. The centres will be located where they will be easily accessible by walking, cycling and public transit to the majority of residents in the garden community;

12. Community meeting places will be provided within the district and local centres;

13. Primary healthcare facilities will be provided to serve the new development;

14. Secondary school, primary schools and early-years facilities will be provided to serve the new development;

15. A network of multi-functional green infrastructure will be provided within the garden community. It will include community parks, allotments, , the provision of sports areas with associated facilities and play facilities;

16. Indoor leisure and sports facilities will be provided with the new community, or contributions made to the improvement of off-site leisure facilities to serve the new development.

F Other Requirements

17. Provision of improvements to waste water treatment and off-site drainage improvements;

18. Provision, management and on-going maintenance of sustainable surface water drainage measures to manage and mitigate the risk of flooding on site and which will reduce the risk of flooding to areas downstream or upstream of the development;

19. Landscape buffers between the site and Great Saling, Stebbing, Stebbing Green and Rayne;

20. Protection and/or enhancement of heritage and biodiversity assets within and surrounding the site including Great Saling Hall conservation area and areas of deciduous woodland within and adjoining the site;

21. Provision of appropriate buffers along strategic road infrastructure to protect new development;

22. Provision of appropriate design and infrastructure that incorporates the highest standards of energy efficiency and innovation in technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste / recycling management facilities;

23. Measures to support the development of the new community including provision of community development support workers (or other provision) for a minimum of ten years from initial occupation of the first homes and appropriate community governance structures;

24. Establishment at an early stage in the development of the garden community, of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green space, public realm areas and community and other relevant facilities; such arrangements to be funded by the development and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.

1.27 Delivery, Implementation and Monitoring Arrangements

1.106 The North Essex authorities will work together to deliver cross-authority strategic proposals contained in section 1 of their plans, including the garden communities. This entails consideration of appropriate models for the governance, funding and comprehensive delivery of these innovative large scale and long term growth projects in line with the principles set out in policy SP7. In view of the scale and long term nature of the proposed garden communities, the authorities intend to have a significant role in how the communities are phased and delivered and to ensure that the infrastructure and other supporting measures to support the residents of the new communities are delivered in advance of or at the same time as new homes. This should also help ensure delivery throughout different economic cycles.

1.107 Without prejudice to the outcomes of the Local Plan approval process, the North Essex authorities have created an overarching governance body to be known as North Essex Garden Communities Limited (NEGC Ltd) to coordinate the development and delivery of the new communities. Further local delivery vehicles will be established in association with landowners for each proposed garden community with the capacity

to lead the delivery of each community on a comprehensive basis and with proportionate local authority support to help secure the quality of place and delivery of infrastructure set out in the policies in this plan. In addition to strong local authority involvement and leadership, delivery of garden communities will also rely on active and sustained engagement with existing local communities and stakeholders. The Councils will explore other models of delivery if they can be confident that it will deliver the same quality and timing of outcomes for the community as a whole, both those in the new garden communities and the existing communities that will be affected.

- 1.108** The North Essex authorities will monitor these Section 1 policies to ensure that they are effective and delivering the intended outcomes, including their collective implications for the area as a whole. Monitoring of Part 1 objectives and outcomes as outlined in the table below will be assessed regularly by the authorities in their annual Authority Monitoring Reports (AMR), in addition to the monitoring of the individual Part 2 of each Local Plan. It should be noted that where there is an unacceptable delay in delivery of development and/or infrastructure occurs, the local authorities will use mechanisms and powers including establishing locally-led Development Corporations and the use of Compulsory Purchase Orders, to intervene.

Table 1 Monitoring Requirements of the Section 1

| Part One Policies | Part One Objectives | Targets | Key Indicators in Authority Monitoring Reports |
|---|--|---|--|
| SP1 Presumption in favour of Sustainable Development. | Providing sufficient new homes. | Deliver Garden Communities as the most sustainable options for large scale, long term growth. | Local authority agreement and delivery of governance, community involvement, stewardship arrangements and funding arrangements for Garden Communities. |
| SP2 Meeting Housing Needs. | Fostering economic development. | Deliver new employment land in line with spatial strategy and evidence base targets. | Amount of floorspace development for employment and leisure by type. |
| SP3 Providing for Employment. | Providing new and improved infrastructure. | Deliver new housing in line with spatial strategy and Objectively Assessed Need targets. | Market and affordable housing completions per annum (net). |
| SP4 Infrastructure and Connectivity. | Addressing education and healthcare needs. | Increase modal share of non-motorised transport. | Monitor modal splits and self-containment via Census and measure traffic levels on key routes. |
| SP5 Place Shaping Principles. | Ensuring high quality outMonitoring Requirements of the Section 1omes. | | Identify and monitor progress of strategic infrastructure projects. |

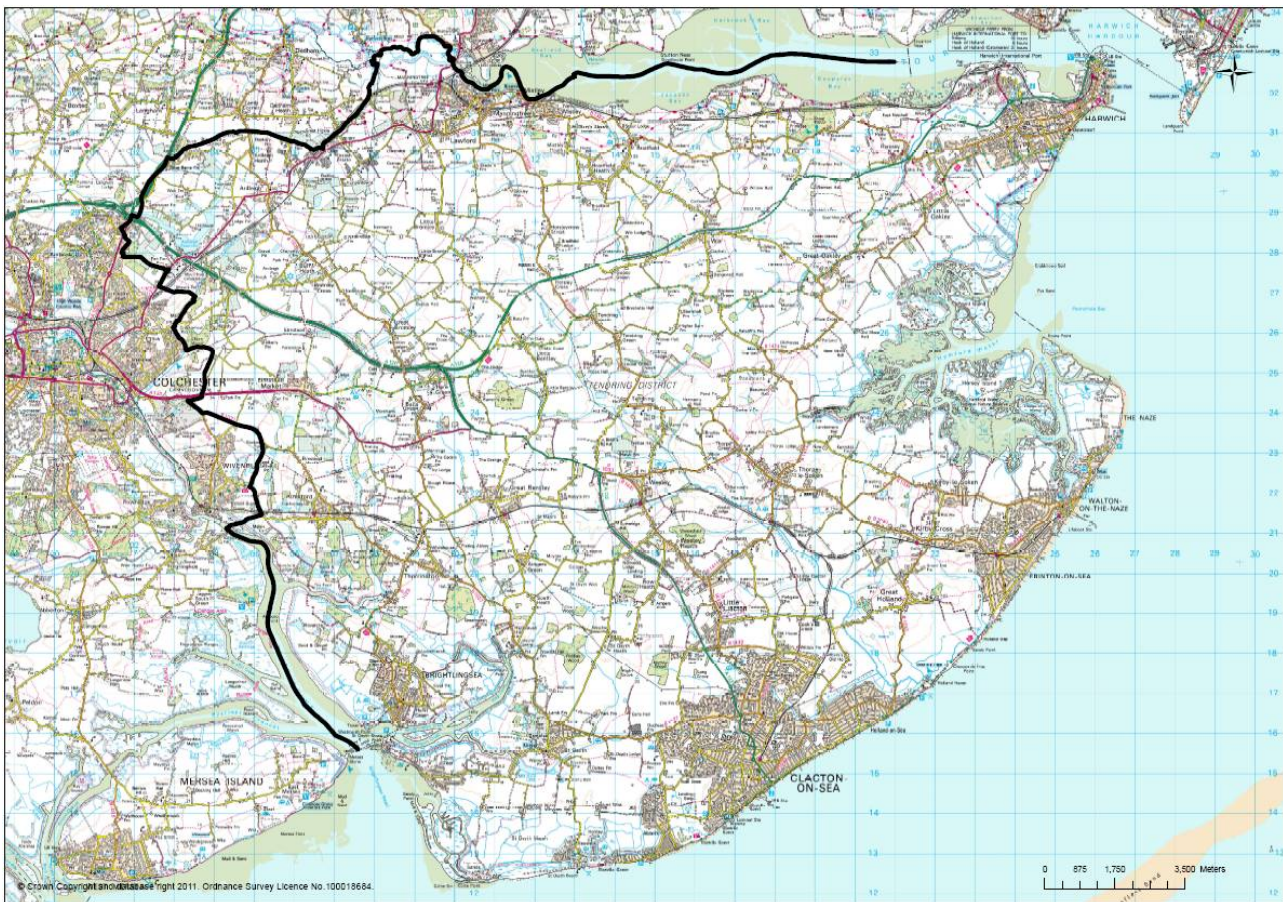
| Part One Policies | Part One Objectives | Targets | Key Indicators in Authority Monitoring Reports |
|---|---------------------|--|--|
| <p>SP6 Spatial Strategy for North Essex.</p> <p>SP7 Garden Communities.</p> <p>SP8 Tendring Colchester1r Borders Garden Community.</p> <p>SP9 Colchester Braintree Borders Garden Community.</p> <p>SP10 West Braintree Garden Community.</p> | | <p>Delivery of identified infrastructure schemes including transport, education, community, healthcare, green/blue infrastructure and environmental protection.</p> <p>Approved DPDS, masterplans &</p> <p>other planning & design guidance in place for each community prior to the commencement of development it relates to .</p> | <p>Monitor availability of DPDs and other planning guidance relative to the submission & determination of planning applications for the development it relates to.</p> |

1 Introduction

1.1 Welcome to Tendring

- 1.1.1** Welcome to the Tendring District Local Plan. Tendring District is located in the north-eastern corner of the county of Essex, bordering Suffolk and approximately 70 miles from London. Tendring is a coastal District containing a number of individual seaside and riverside towns and a large rural heartland. Tendring District is a peninsula bordered by the Stour Estuary to the north, the North Sea to the south and east and the Colne estuary to the south-west. The western edge of our District borders Colchester.
- 1.1.2** The largest urban area within our District is Clacton-on-Sea. Tendring District is also home to the International Port of Harwich, the coastal towns of Frinton-on-Sea and Walton-on-the-Naze, the historic port town of Brightlingsea and Manningtree, a town which borders Suffolk, the Stour Estuary and the Dedham Vale Area of Outstanding Natural Beauty. Our rural heartlands contain many distinctive villages and hamlets of varying size.
- 1.1.3** Our District has a diverse range of assets including its attractive landscapes, coastline, areas of nature conservation, maritime heritage and both local and internationally important ports. Alongside some thriving settlements and successful businesses there are also some major challenges including unemployment, coastal erosion and the need to provide space for future developments, to meet the employment and housing needs of current and future generations.

Map 1 Tendring District and Boundary



1.2 Our Local Plan

- 1.2.1** Our Local Plan will be the statutory development plan for Tendring District up to 2033. The National Planning Policy Framework (NPPF) requires all Local Planning Authorities in England and Wales to prepare a Local Plan and ensure it is kept up to date. Without an up-to-date plan, the Council would have limited power to influence the scale, location and quality of new development in the District, making it difficult to bring about the positive changes that the area needs and difficult to resist inappropriate development proposals that will have a detrimental effect on our area.
- 1.2.2** Section 1 of the Local Plan has been produced in partnership with Braintree, Chelmsford, Colchester and Essex Councils. It contains the context and policies for the strategic matters that are common across our combined Housing Market Area.
- 1.2.3** Section 2 of the Local Plan identifies some of the main characteristics of our District and the challenges we face; it also sets out the vision of this plan to be achieved by 2033. To address these challenges and deliver the vision, the plan identifies 'strategic priorities' for achieving sustainable development and planning for economic growth, meeting the social needs of a growing population and protecting the places that make Tendring District an attractive place to live, work and visit.

- 1.2.4** Together Sections 1 and 2 of the Local Plan set out: the key development projects that will deliver new jobs, housing and community facilities; specific sites that will be both promoted for and protected from development; the new infrastructure that will be needed to support future growth; and planning policies that the Council will use when determining planning applications. The Local Plan also provides the broad framework of policies and proposals to which individual communities can, if they wish, add further detail and more local requirements by preparing their own 'Neighbourhood Plans'.

1.3 Context

- 1.3.1** The Local Plan needs to be consistent with a wide range of other policies, guidance, strategies and plans produced not only by this Council but also by central government, neighbouring authorities and other public bodies. Through the Localism Act there is a legal 'Duty to Cooperate' with other organisations and neighbouring authorities in the preparation of Local Plans. The following section identifies other policies, guidance, strategies and plans that informed the content of this Local Plan along with the key national and local partnerships that will be involved in delivering positive changes in the area over the plan period.

1.3.1 National Planning Policy Framework (NPPF)

- 1.3.1.1** The National Planning Policy Framework was formally introduced by the government on 27th March 2012. The Council must ensure that the Local Plan is consistent with its objectives, principles and policies. The framework advocates a 'presumption in favour of sustainable development' which requires local authorities, in their Local Plans to positively seek opportunities to meet the development needs in their area and meet objectively assessed needs, with sufficient flexibility to adapt to rapid change. The National Planning Policy Framework is also a 'material consideration' in determining planning applications alongside the policies in the Local Plan.

1.3.2 South East Local Enterprise Partnership (SELEP)

- 1.3.2.1** Our District forms part of the South East Local Enterprise Partnership (SELEP) which comprises Kent, Essex and East Sussex. Local Enterprise Partnerships are designed to offer local areas the opportunity to take control of their future economic development as part of the government's drive to promote local decision making. As a partnership between local authorities and business, the Enterprise Partnership plays a central role in determining local economic priorities and undertaking activities to drive economic growth. Tendring District Council works alongside other local authorities and businesses in the partnership to identify barriers to local economic growth to stimulate a prosperous economic future for our District.

1.3.3 Haven Gateway Partnership

- 1.3.3.1** Our District forms part of the ‘Haven Gateway’ sub-region which is recognised as an area of strategic importance as a gateway to Europe and the rest of the world via the ports of Harwich and Felixstowe. The Haven Gateway is recognised as an area where significant growth in new jobs and housing is expected to take place in the future and where funding is allocated for new infrastructure to support regeneration and facilitate these high levels of growth. This Local Plan reflects the District’s important role within the Haven Gateway and helps deliver the sub-regional objectives of the Haven Gateway Partnership.

1.3.4 Essex County Council

- 1.3.4.1** Our District is part of the county of Essex. Essex County Council as an administrative body is responsible for preparing Local Plans for Minerals and Waste. This is particularly relevant to Tendring District given our underlying geology, which plays a role in the sourcing of sand and gravels. The minerals and waste Local Plans sit alongside this Local Plan and together make up the Development Plan.

Essex Minerals Local Plan

- 1.3.4.2** Essex County Council is the minerals planning authority for the District, and is responsible for preparing planning policies, and assessing applications for mineral development. The Essex Minerals Local Plan (2014) forms part of the statutory Development Plan and should be read alongside the Tendring Local Plan. The role of the Minerals Local Plan is to identify sites for the extraction of sufficient quantities of mineral within Essex to facilitate development over the Plan period.
- 1.3.4.3** There are active quarry sites in the District as well as currently unworked sand and gravel deposits are subject to a Minerals Safeguarding policy within the Essex Minerals Local Plan 2014. Policy S8 requires the minerals planning authority – Essex County Council - to be consulted on development proposals covering 5 hectares or more within the sand and gravel minerals safeguarding area. The Minerals Safeguarding Areas within Tendring District are shown on the Policies Map. Regard should be had to the requirements of the Minerals Local Plan where a development falls within a Minerals Safeguarding Area.
- 1.3.4.4** The Minerals Local Plan also designates Mineral Consultation Areas at a distance of 250m around active quarries, mineral infrastructure and mineral deposits permitted for extraction. Essex County Council must be consulted on all non-mineral related development within these areas.

Essex and Southend-on-Sea Waste Local Plan

- 1.3.4.5** Essex County Council is the waste planning authority for the District, and is responsible for preparing planning policies, and assessing applications for waste management development. The Essex and Southend-on-Sea Waste Local Plan (2001) is part of the statutory Development Plan which should be read alongside the

Tendring Local Plan. It sets out where and how waste management developments can occur, and is the planning policy against which waste management development planning applications are assessed. A Replacement Waste Local Plan is currently being prepared and should be adopted in 2017/18. It will cover the period from 2017 to 2032.

1.3.4.6 The emerging Essex and Southend-on-Sea Waste Local Plan (the Replacement Plan) proposes new waste development at Slough Farm, Ardleigh; Morses Lane, Brightlingsea; and Sunnymead, Elmstead; and Heath Farms, north west of Alresford. The Replacement Plan also identifies Areas of Search to meet the need for additional small scale waste management facilities. These Areas of Search are existing industrial estates within the district, and are located away from residential and other uses sensitive to amenity impacts such as schools, retail, leisure and office development. The Replacement Plan would seek to focus any new proposals for waste management facilities, which support local housing and economic growth, within these Areas of Search. One is proposed for Tendring, at Martell's Farm Industrial Area. The Waste Local Plan also designates Waste Consultation Areas at a distance of 250m around permitted waste management facilities and 400m around water recycling centres. Essex County Council must be consulted on all non-waste related development within these areas.

1.3.5 Working in Partnership

1.3.5.1 Whilst the Council's Planning Department has overseen the preparation of the Local Plan, it is far more than just a planning document. It is of high importance to all services within the Council and many of the partners that we work with. The Local Plan can inform and be informed by the strategies of different organisations because working in partnership will ultimately produce the best results on the ground. The legal 'Duty to Cooperate' places an onus on Councils to demonstrate that Local Plans have been prepared in partnership with other bodies.

1.3.6 Tendring District Council Strategies

1.3.6.1 Tendring District Corporate Plan – The Council's corporate plan sets out the Council's vision and priorities for the future as an organisation. It is important to ensure that the objectives of the Local Plan and Corporate Plan are aligned.

1.3.6.2 Other Council Strategies – Other than the Corporate Plan, the Council also has a variety of other plans and strategies that the Local Plan reflects and, where possible, supports. Relevant plans and strategies include:

- Community Safety Delivery Plan;
- Housing Strategy;
- Economic Development Strategy;
- Empty Homes Strategy; and
- Tourism Strategy.

1.3.7 The Plans of Neighbouring Authorities

- 1.3.7.1** The Council also needs to recognise the strategies of neighbouring authorities through the legal duty to cooperate on planning issues of cross-border or strategic significance. Tendring's adjoining neighbours are Colchester Borough Council and Babergh District Council. However its strategic area is defined by its 'Housing Market Area' and this includes Braintree, Colchester and Chelmsford Council areas. Section 1 of this Local Plan sets out the strategic elements of this Local Plan and is common to all four Housing Market Area authorities. Babergh is not part of Tendring's Housing Market Area but still has an important relationship with Tendring.
- 1.3.7.2** The Babergh District lies to the north of both Tendring District and Colchester Borough and in the County of Suffolk. At the time of writing, Babergh District Council had adopted a new Core Strategy for the area (as the first part of a new Local Plan) with proposals for the period up to 2031 aimed at delivering around 9,700 jobs and just under 6,000 new homes. The majority of growth is focussed on the towns of Sudbury, Hadleigh and the western fringes of Ipswich. However, Brantham is on the boundary with Tendring District and the settlement has a strong relationship for services and facilities with Manningtree. Any new housing, retail, or employment in Brantham would have implications for the Tendring District. Likewise, proposals in this Local Plan for development in Manningtree, Lawford and Mistley will have implications for Brantham. Tendring District Council and Babergh District Council will work together, through the duty to cooperate, to ensure that these developments bring positive outcomes to the local economy, deliver any necessary infrastructure improvements and achieve good quality design.
- 1.3.7.3** Both Tendring and Babergh Districts also have a joint interest in the proposed extension of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) to cover southern parts of the Stour Estuary.

1.3.8 Other Necessary Assessments

- 1.3.8.1** The Council has a statutory requirement to carry out a number of assessments, in accordance with European and national legislation to ensure that the implications of policies and proposals in the Local Plan have been fully understood. Such assessments include:
- **Sustainability Appraisal (SA):** This helps to ensure that Local Plans and other planning documents have a sound understanding of the environmental, social and economic characteristics and priorities of the area. The Sustainability Appraisal for this version of the draft Local Plan will also be consulted upon.
 - **Strategic Environmental Assessment (SEA):** The SEA is required by a European Directive to assess the environmental effects of policies and proposals in Local Plans. The SEA is incorporated in to the SA in English law.
 - **Habitats Regulation Assessment (HRA):** An HRA is a requirement of the European Habitats Directive and for Tendring District is necessary to assess the impact of Local Plan's policies and proposals on our three sites of

international importance for wildlife – Hamford Water, the Colne Estuary and the Stour Estuary. An HRA will be prepared for the Publication version of the Local Plan.

- **Equality Impact Assessment (EqIA):** An Equality Impact Assessment is designed to ensure that plan makers think carefully about the likely impacts of their plans on different groups of society to ensure that people are not being discriminated against and the needs of all the population are being addressed. An EqIA will be prepared for the Publication version of the Local Plan.

2 Vision and Objectives

- 2.0.1** Having considered the unique characteristics of the District and the challenges that it faces, this chapter sets out the Section 2 vision and objectives for the District. These underpin many of the policies and proposals in this Local Plan that the Council will work with partners to implement between now and 2033 and it reflects the Council's own corporate priorities.

2.1 Vision for Tendring District

1

VISION

In 2033, Tendring District will be a vibrant, healthy and attractive place to live, work and visit. It will have a thriving, resilient and prosperous economy that promotes sustainable economic growth, making sustainable use of its natural and historic environments, maritime connections and popularity as a visitor destination.²

Tendring District's residents will have the opportunity to enjoy a safe and healthy quality of life in communities that offer a range of high quality new housing which meet local needs, job opportunities and other important services and facilities, including improved retail provision. They will be able to enjoy a variety of landscapes including a tidy coast, the open countryside with its elements of natural beauty, a wealth of wildlife areas where biodiversity has been conserved and enhanced and a diverse range of attractive historic settlements, landscapes and assets and an integrated network of protected wildlife-rich areas which are conserved and enhanced. The District will be home to people of all ages and abilities, providing a range of activities, attractions and facilities that will appeal to the active retired, the young and residents of working age. The District will also provide for the specialist needs of all people ensuring, in particular, that children and young people have the knowledge and skills to secure the opportunity for a good start in life.

Seaside towns

Clacton-on-Sea will have established itself as the place everyone wants to live. With the rejuvenation of the town's attractive and safe beaches (including the coastal protection scheme between Holland Haven and Clacton), high quality shops, restaurants and cafes in the town centre, creation of new country parks and the construction of hundreds of new high quality, spacious and much sought after houses, bungalows and retirement complexes, the economy will have seen a significant resurgence with new job opportunities in the retail, leisure, hospitality and health sectors.

Clacton will have still maintained its tourism roots, building a thriving local tourism industry but as well as attracting holiday makers, the town will provide a range of activities and attractions that our older residents can enjoy with their children and grandchildren at the weekends and during the school holidays, and a strong evening economy where people

from the town and surrounding areas will come for a fun and relaxing evening with their friends and colleagues in some of the town's new and trendy restaurants, nightclubs and entertainment venues. In Jaywick Sands, regeneration projects will continue to raise the standard of living in this part of Clacton. Jaywick Sands will have seen, through the provision of a deliverable development framework, a sustainable community with associated economic, community and employment opportunities.

The town will also have new training facilities with a centre of excellence for health and assisted living.

Frinton-on-Sea and Walton-on-the-Naze will enjoy year-round prosperity whilst retaining their very distinctive individual characteristics. Walton will have seen the biggest change with an injection of new housing, holiday accommodation, shops and leisure attractions bringing vitality to the town centre and core visitor areas, with new medical facilities serving the resident population. Frinton will have also seen some new homes and improvements to public spaces whilst continuing to offer a unique and non-commercialised shopping and leisure experience to its residents and its visitors. Both settlements will have succeeded in preserving and enhancing their special historic character.

Harwich and the A120 corridor

The Harwich area will experience an economic resurgence with a number of major employers operating in the area with developments including Stanton Europark, Harwich Valley and Carless making the most of the A120. As a result, the housing market will have picked up and a number of housing developments will have taken place. The Old Town of Harwich will offer new leisure activities and a number of visitor attractions associated with its maritime history, including the Mayflower. Dovercourt Town Centre and seafront will have also improved its offer of a year round shopping and leisure experience. These benefits will have taken place whilst continuing to preserve and enhance the town's maritime heritage through careful consideration of its associated buildings, structures and coastal landscapes.

Tendring Colchester Borders Garden Community

Neighbouring Colchester will have been the focus for significant growth in jobs and housing and will have a thriving economy that will benefit Tendring District's residents, many of whom commute into the town each day for work. A new community will be developed to the east of Colchester, developed on garden community principles, with necessary infrastructure and facilities provided and high quality of built and urban design. With major investment in rapid transit services to the town centre, pedestrian and cycle connections and a new link road between the A120 and A133, the management of traffic congestion will have improved and provision of upgraded broadband infrastructure and services. The University of Essex will be one of the leading research and development facilities in the country and, as a result, businesses will have moved to the area to benefit from its expertise and improved transport links. The new garden suburb crossing the Colchester Borough and Tendring District boundary will be a much sought-after place to live.

Rural Heartland

In the District's substantial rural heartland, the smaller towns of Manningtree, Lawford, Mistley and Brightlingsea, along with some of the larger villages, will have seen some modest levels of new housing and employment development to support local shops and services, address local issues, provide for local needs and facilitate investment by local businesses in job opportunities.

In some of the District's more remote villages, hamlets and other rural communities a flexible approach to small-scale housing development has helped keep those communities vibrant. Improvements to the telecommunications network and internet broadband services have given these areas a new lease of life with more people able to work, shop and learn from the comfort of their own home.

Any new development will need to obtain the following outcomes:

- 1. Creating the right balance of jobs, housing and infrastructure;*
- 2. Ensuring that development is sustainable in terms of location, use and form;*
- 3. Balancing the development needs of the District with the protection and enhancement of the natural, historical and built environment;*
- 4. Excellent services and facilities easily accessed by local communities and businesses;*
- 5. More walkable places and an excellent choice of ways to travel;*
- 6. Vibrant, well connected town and productive countryside;*
- 7. Avoid, then mitigate and, as a last resort compensate for adverse impacts of development on the built, historic and natural environment and capitalising on these features;*
- 8. Stronger, more self-reliant town and countryside with thriving centres;*
- 9. Enhanced quality of life for all residents;*
- 10. Working with partners and residents to develop a place where people really matter;*
- 11. All new developments should account for, adapt to and mitigate against climate change.*

2.2 Objectives for the Plan

2.2.1 Section 2 of the Local Plan provides the housing and employment allocations outside of the Garden Community. It also provides the vision, objectives and development management policies for the plan as a whole.

2.2.2 A number of sub-objectives have been identified to underpin the purpose of the Local Plan policies in Section 2. These are as follows:

2.2.1 Living Places

- **Housing Delivery**

2.2.1.1 The Local Plan's strategic objectives for Housing Delivery are:

Objective 1

- *To provide new dwellings within Tendring District up to 2033 of sufficient variety in terms of sites, size, types, tenure and affordability to meet the needs of a growing and ageing population.*
- *To deliver high quality sustainable new communities.*

2.2.2 Prosperous Places / Sustainable Places

- **Employment/Commercial**

2.2.2.1 The Local Plan's strategic objective for Employment delivery is:

Objective 2

- *To provide for the development of employment land on a variety of sites to support a diversity of employment opportunities and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth up to the period of 2033.*

2.2.3 Prosperous Places

- **Retail Development**

2.2.3.1 The Local Plan's strategic objective for Retail Development is:

Objective 3

- *To promote the vitality and viability of the town centres through the promotion of retail and other related uses, exploiting the benefit of enhanced growth of the towns whilst retaining the best and valued aspects of their existing character.*

2.2.4 Connected Places / Sustainable Places

- **Infrastructure Provision**

2.2.4.1 The Local Plan's strategic objectives for infrastructure provision are:

Objective 4

- *To make efficient use of existing transport infrastructure and ensure sustainable transport opportunities are promoted in all new development. Where additional capacity is required in the form of new or upgraded transport infrastructure, to ensure this is provided as necessary in connection with new development.*
- *To enable provision of upgraded broadband infrastructure and services.*
- *To ensure that new growth brings opportunities to enhance existing services, facilities and infrastructure for the benefit of existing and new communities.*
- *To ensure that flood defence infrastructure is considered so that future developments take into consideration the impacts of climate change.*
- *To ensure there is adequate capacity in the foul water sewerage infrastructure.*

2.2.5 Healthy Places / Prosperous Places

- **Education and Health**

2.2.5.1 The Local Plan's strategic objectives for Education and Healthcare are:

Objective 5

- *To improve and provide good quality educational opportunities and prospects for Tendring's residents as part of sustainable community strategy. This includes practical vocational training and apprenticeships.*
- *To work with partners in the National Health Service, local health organisations, Essex County Council and local community groups to ensure adequate provision of healthcare facilities to support growing communities.*
- *To work with Public Health to promote and encourage healthy lifestyles through developments and planning to ensure that the people of Tendring have opportunities to be as healthy as able.*

2.2.6 Healthy Places / Sustainable Places

- **Sustainability**

2.2.6.1 The Local Plan's strategic objective for Sustainability is:

Objective 6

- *To locate development within Tendring District where it will provide the opportunity for people to satisfy their day-to-day needs for employment, shopping, education, and other services locally or in locations which minimise the need to travel and where there are modes of transport available in addition to the use of car.*

2.2.7 Protected Places / Sustainable Places

• The Historic Environment

2.2.7.1 The Local Plan's strategic objective for the Historic Environment is:

Objective 7

- *To conserve and enhance Tendring District's historic environment, including: heritage; respecting historic buildings and their settings; heritage assets; landscapes; links; and views.*

2.2.8 Protected Places

• Biodiversity

2.2.8.1 The Local Plan's strategic objective for Biodiversity is:

Objective 8

- *To provide a network of interconnected multi-functional natural green and blue spaces which secures a net gain in biodiversity and geodiversity; promotes healthy lifestyles; and enhances the quality of the natural and built environment.*

2.2.9 Protected Places

• Water and Climate Change

2.2.9.1 The Local Plan's strategic objective for Water and Climate Change is:

Objective 9

- *To reduce the risk of flooding (all types) by securing the appropriate location and design of new development (including SuDs), having regard to the likely impact of climate change.*

2.2.10 Prosperous Places / Protected Places

- **Tourism Promotion**

2.2.10.1 The Local Plan's strategic objective for Tourism is:

Objective 10

- *To work with partners to provide an enhanced environment for tourism and the maritime sector and its associated services.*

3 Sustainable Places

- 3.0.1** The Local Plan's strategic objective for Sustainability is "To locate development within Tendring District where it will provide the opportunity for people to satisfy their day-to-day needs for employment, shopping, education, and other services locally or in locations which minimise the need to travel and where there are modes of transport available in addition to the use of car."

3.1 Spatial Portrait

3.1.1 General Characteristics

- 3.1.1.1** Within our District, the 2011 Census puts the population at approximately 138,100 with an average density of 4.1 people per hectare. The predominant ethnic group is White British with a high percentage of the population describing themselves as such. The ethnic minority population was lower than the estimates for both the East of England and Essex.
- 3.1.1.2** Our District is projected to grow by 14.4% (from 2011 Census numbers) to approximately 158,000 by the end of the plan period. Recent decades have seen a trend towards an ageing population in the District and this is projected to continue in the future. The percentage of over 65s in Tendring District is higher than both the East of England and Essex percentages. The number of people over age 65 years is projected to increase by more than a third within the plan period. In contrast, the proportion of the population aged under 5 years is projected to remain the same in that period.
- 3.1.1.3** Based on the 2011 Census, there were 62,105 households in the Tendring District, the majority of which were within privately owned housing. Average household size in the district was 2.2 people, slightly lower than the national, regional and county averages. The average property price in September 2012 in Tendring District was £180,408; this is noticeably lower than average prices for England and Essex.

3.1.2 Economy

- 3.1.2.1** Tendring District is connected to a network of major roads via the A120, A133 and A137, which provide routes to Chelmsford, London, the M25, London Stansted Airport and the Port of Felixstowe.
- 3.1.2.2** Transportation provision in the District includes 14 railway stations with connections to Colchester, Ipswich and further afield. The average journey time between Clacton-on-Sea and London Liverpool Street is 1 hour 26 minutes and the journey time from Manningtree to London is just over 1 hour.
- 3.1.2.3** There are numerous bus routes throughout the District including frequent inter-urban routes linking villages to the larger urban areas of the district and the large town of Colchester in the adjoining borough. The dispersed geography of the District means that there is a reliance on the use of private cars.

- 3.1.2.4** The District includes Harwich International Port which has developed into a highly efficient, multi-purpose freight and passenger port handling bulk and container ships as well as roll-on, roll-off ferries and cruise ships. The port also supports the off-shore renewables industry providing support facilities for the installations at London Array, Gunfleet Sands and Greater Gabbard, off the Suffolk coast.
- 3.1.2.5** The sector employing the most people in Tendring, according to the Economic Development Strategy (2013), was health which accounted for approximately 17% of jobs, followed by retail and education.
- 3.1.2.6** The Cultural, Visitor and Tourism sector, encompasses a range of activities which play an important role in the District's economy. This sector is worth more than £353 million per annum to the economy and is estimated to provide 7,900 jobs across Tendring District. The majority of jobs and businesses in this sector are located in and around Clacton.
- 3.1.2.7** The quantitative projection for new retail floorspace in the Tendring District to 2032, as identified in the Retail Study Update 2017, indicates that there is no quantitative need for additional retail floorspace across the District.
- 3.1.2.8** The Study also identifies that there is no capacity for new convenience goods floorspace in the District. A town-by-town analysis indicates a quantitative need for additional convenience floorspace in Manningtree and Harwich/Dovercourt, but not in Frinton-on-Sea, Brightlingsea, Walton-on-the-Naze, or Clacton.
- 3.1.2.9** In relation to comparison goods floorspace requirement, there is a potential capacity for new comparison goods floorspace. A town-by-town analysis indicates that there is a quantitative need for modest additional comparison floorspace in all town centres except in Clacton, Harwich/Dovercourt and Walton-on-the-Naze. The Study indicates that additional floorspace in the town centres would improve market share, sustain vitality and viability and attract visitors.
- 3.1.2.10** Internet shopping has become a major competitor to town centre shopping. With three quarters of all adults in the UK buying goods or services on-line. Increases in on-line shopping choice will mean traditional retailers and service providers will need to compete not only in price and range but also in service and expertise. Town centres will need to provide an attractive, mixed-use shopping experience to retain and increase their share of consumer spending.
- 3.1.2.11** Model based unemployment figures for the District during the period January 2015 – December 2015 show that the unemployment rate was 5.3% which is higher than that for the East of England. These figures are based on a proportion of the District's economically active population.
- 3.1.2.12** At the time of writing there were more than 130 Care Homes in Tendring District, with 9.1 care homes per 10,000 population, this is the highest concentration of care homes in the UK. The care sector is the second highest employer in the District. With

the population of over 65s projected to rise by more than a third during the plan period, consideration will need to be given to the needs of an ageing population to encourage independent living.

3.1.3 Social Characteristics

- 3.1.3.1** In 2012 there were 1,365 births in the Tendring District. Life expectancy in the District has been estimated as 78 years for men and 82 years for women, this is slightly lower than the estimates for England and Essex.
- 3.1.3.2** At the time of writing there were 47 academy schools in the District, 40 primary schools and 7 secondary schools. There were also 2 adult education centres.
- 3.1.3.3** Commissioning School Places in Essex 2013-2018, published in 2014, sets out the requirement, supply and demand for places in maintained primary and secondary schools to 2018 and is updated annually.
- 3.1.3.4** In 2013 there were 9,318 primary school pupils and 8,608 secondary school pupils. The 6 schools providing sixth-form education had 1,307 pupils over the age of 16.
- 3.1.3.5** Primary school numbers, as forecast in the Commissioning Schools for Essex document, are set to rise in the five year period 2013-2018 to 9,928, due to rising births and new housing, requiring plans to be developed with local schools to increase the provision in the District.
- 3.1.3.6** Overall pupil numbers in secondary schools in Clacton are predicted to decline in the period 2013/18 to 8,000. However, demand for year 7 places in Clacton is forecast to increase from 2017/2018 onwards to 8,395 once pupils from anticipated new housing are included in the forecast. Pupil numbers in secondary schools/academies in the rest of the District are forecast to remain stable. The impact of any new housing in the locality of these schools will be closely monitored to ensure there are sufficient school places to meet any increase in demand.
- 3.1.3.7** The District rates relatively highly on the Index of Multiple Deprivation and Jaywick Sands ranks first within England. It is estimated that almost a fifth of people in the District live in seriously deprived neighbourhoods. This estimation is higher than that of the neighbouring Colchester Borough and Babergh District. The rate of households considered to be homeless or in priority need for housing in Tendring District was less than 1 in 1,000 households in the period 2012/2013. This is lower than the national average and is the lowest in Essex.
- 3.1.3.8** Crime data taken from the Essex Police Performance Summary to March 2016 publication regarding the number of offences recorded by the Police, by community Safety Partnership/Local Authority level (year and offence group) for the year March 2015 to 2016 shows that recorded crime in the Tendring District had risen overall by just over 7%.

3.1.3.9 Tendring's community has access to a wide range of Council-run services including three leisure centres with swimming pools, sports centres, recreation grounds, country parks and the Princes Theatre, with an 820 seat auditorium which hosts local events as well as attracting national and international entertainers. The Council also provides Careline, a subscription service which supports independent living.

3.1.4 Ecological Characteristics

3.1.4.1 The District has large areas of unspoilt open countryside and a wealth of attractive natural and historic landscapes including areas of importance to nature conservation, particularly around our coast and estuaries. The District also contains many buildings of historic and architectural importance, many of which are within designated conservation areas. These assets are key to the District's attractiveness and its tourism economy but, at the same time, are sensitive to the development pressures stemming from new jobs and homes needed to meet local demands and address the social and economic issues facing the District.

3.1.4.2 In the north west of the District is the Dedham Vale Area of Outstanding Natural Beauty (AONB), designated for conservation due to its significant landscape value. Made famous by the paintings of Constable and Gainsborough, its traditional grasslands, wildflower meadows and hedgerows provide an opportunity for both residents and visitors to enjoy the peace and beauty of what are among some of England's most precious and vulnerable landscapes. The District also has the Orwell and Stour Estuaries which are designated as Sites of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Ramsar. The Colne Estuary is designated as Essex Estuaries Special Area of Conservation (SAC) as well as SSSI, SPA and Ramsar. The Hamford Water area is designated as SPA and SAC due to the protection of the Fishers Estuarine Moth. The above sites are all key for the natural environment in regards to protection of habitats of migratory animals, endangered birds, scarce plants, invertebrates as well as the conservation of wetlands.

3.1.4.3 The Naze at Walton, the most easterly peninsular in Essex, is a stunning and increasingly rare example of natural and wild coastline of geological and biological importance which benefits both visitors and wildlife alike. It is an important site for migrating and nesting birds including many rarities, with harbour porpoises out to sea, grey seals in the backwaters and a whole host of species to be found on the beaches and in the mud pools. The 70 foot (21m) high cliffs, are an internationally important SSSI. These cliffs are made up of London Clay, Red Crag and Thames sands and contain many fossils, such as shark's teeth, shells and wood, which can frequently be found on the beaches. The Naze is rich in history and is dominated by the Naze Tower, built in 1720 by Trinity House to mark the premonitory to shipping approaching Harwich Harbour. The Tower is now open to the public during the summer months and provides a gallery for the display of works by local artists and craftspeople and boasts a 360 degree view of the surrounding land and seascapes from its viewing platform.

- 3.1.4.4** The District has a rich geodiversity which is varied and largely irreplaceable. There are 10 sites of Special Scientific Interest (SSSIs) in the District, notified specifically for their geological value.
- 3.1.4.5** The countryside in the District is one of its key assets both in terms of tourism and the living environment for our residents. The Council, working with the Essex Wildlife Trust, has identified over 100 Local Wildlife Sites (LoWS) in the Tendring District including meadowland, grasslands, churchyards and ancient woodlands. LoWS are areas of land with significant wildlife value which provide important wildlife refuges and a green infrastructure network and, although these sites are not protected by law, they are worthy of nature conservation and are protected by planning policy.
- 3.1.4.6** With over 37 miles (60 Km) of coastline, the District contains a number of areas at high risk from tidal flooding and coastal erosion. There is risk of fluvial flooding or surface water flooding elsewhere in the District. The Essex and South Suffolk Shoreline Management Plan (SMP), prepared in partnership between the Environment Agency, Essex County Council and District Councils, is a strategy for managing flooding and coastal erosion over the next 100 years, in three time periods. The main aims of the SMP are to protect all dwellings and key infrastructure against flooding and erosion, to sustain the quality of the natural and historic environment and to allow natural shoreline evolution where possible to take place.
- 3.1.4.7** The 'Hold the Line' strategy, maintaining the existing defence line, can be seen in the Coastal Protection Scheme between Clacton and Holland-on-Sea. In 2014 the Clacton to Holland-on-Sea Coastal Protection Scheme was implemented to provide protection to more than 3,000 homes and commercial premises which would otherwise be at serious risk from erosion by the sea during the next 100 years.

3.1.5 Heritage Characteristics

- 3.1.5.1** Our District has more than 960 Listed Buildings. The District also benefits from 27 Scheduled Monuments which include above and below ground features, 3 Historic Parks and Gardens and 9 Protected Lanes, preserved for their historic indication of ancient road patterns in the District. The District also contains 20 Conservation Areas.
- 3.1.5.2** The historic centres of Harwich, Manningtree, Mistley and St Osyth contain many impressive and unique historic buildings and monuments. Within these areas there is a greater likelihood of archaeological remains due to their complex history and development of their communities over many centuries. These centres are sensitive to development in much the same way as is the ecology of an environmentally important area. Outside of these designated areas, the district's largely rural character and long history of occupation results in many areas of high archaeological potential.
- 3.1.5.3** Some of the more notable heritage assets within our District include the St Osyth Priory Gatehouse (Scheduled Monument, Grade I listed building) an important example of monastic building of the Augustinian order whose façade has one of the best preserved examples of knapped flint and stone flushwork in East Anglia. The

impressive 18th Century Mistley Towers (Scheduled Monument Grade I Listed building), the remains of a church designed by Robert Adam and The Harwich Redoubt (Scheduled Monument Grade II* Listed building) a circular fort which supported 10 gun embrasures, completed in 1810 to defend the harbour against invasion during the Napoleonic War. These are just a few examples of the heritage assets within the District.

3.1.6 Socio-Environmental Characteristics

3.1.6.1 Tendring District's potable drinking water comes from Ardleigh Reservoir. The reservoir covers 120 acres and, as well as providing the District with drinking water, is also used for recreational activities including sailing and fishing.

3.1.6.2 Greenhouse gas emissions generated by Council operations have decreased in the years 2009-2012. In 2009/2010 the Council's total Carbon Dioxide emission was 3,276 tonnes and in 2011/12 the total was 3,032 tonnes, whereas per capita emissions in the District have risen slightly from 5.4 tonnes in 2009 to 5.5 tonnes in 2012.

3.1.6.3 Increase in development and use of renewable energy has seen the installation of both off and on-shore wind farms in the District. The Dong Energy Gunfleet Sands 48 turbine Off-shore Wind Farm has the capacity to provide approximately 100,000 homes with 'clean electricity' in the years to come making a considerable reduction in Carbon Dioxide emissions. The wind farm is maintained and operated from a base in Brightlingsea. The 5 turbine on-shore Wind Farm at Earls Hall has the capacity to generate 'clean electricity' for approximately 6,300 homes and will reduce Carbon Dioxide emissions by 15,000 tonnes per year. Approval has also been given for Solar Farms in Wix and Bradfield which together will have the capacity to generate 'clean electricity' for approximately 3,409 homes.

3.2 Spatial Strategy

3.2.1 Growth needs to be carefully managed so as not to lead to unsustainable developments in remote and poorly accessible locations. The settlement hierarchy prioritises locations with access to the strategic road network, public transport and which have the potential to offer the widest range of services. All settlements which may experience growth have a development settlement boundary. Those without a settlement development boundary are considered to be part of the countryside.

3.2.1 Settlement Hierarchy

3.2.1.1 Strategic Urban Settlements:

3.2.1.1.1 Strategic Urban settlements' have the larger populations and a wide range of existing infrastructure and facilities, making them the most sustainable locations for growth. These settlements provide better opportunities for the use of public transport, walking and cycling to get from place to place and, because they have established town

centres, employment areas and infrastructure, they provide locations where, with the right action, it is possible to create a significant number of additional new jobs and deliver sustainable housing growth on a larger scale.

3.2.1.1.2 For Tendring District, the settlements that fall within this category are of Clacton-on-Sea, Harwich and Dovercourt and the Tendring Colchester Borders Garden Community. Outside of our District, Colchester is also considered to be a Strategic Urban Settlement for the purposes of the Settlement Hierarchy.

3.2.1.1.3 To deliver economic growth in each of these areas, this Local Plan contains proposals for new employment sites, investment in town centres and improvements to the infrastructure.

3.2.1.1.4 In applying a sustainable, fair and proportionate approach to the distribution of housing growth, the Strategic Urban Settlements will accommodate the largest proportion of the District's increase in housing stock over the plan period.

3.2.1.1.5 The proposed strategic housing and mixed use sites in Clacton and the Tendring Colchester Borders Garden Community are also areas where longer-term growth is likely to be considered beyond the current plan period.

3.2.1.2 Smaller Urban Settlements:

3.2.1.2.1 Smaller Urban Settlements have large populations relative to rural settlements and benefit from a range of existing infrastructure and facilities. These settlements provide a range of opportunities for the use of public transport, walking and cycling and because they have established town centres, employment areas and infrastructure, they provide locations where, with the right action, it is possible to create a significant number of additional new jobs and deliver sustainable housing growth on a large scale.

3.2.1.2.2 For Tendring District, the settlements that fall within this category are Frinton, Walton and Kirby Cross; Manningtree, Lawford and Mistley; and Brightlingsea

3.2.1.2.3 In applying a sustainable, fair and proportionate approach to the distribution of housing growth, the Smaller Urban Settlements will accommodate the second largest proportion of the District's increase in housing stock over the plan period.

3.2.1.3 Rural Service Centres:

3.2.1.3.1 For Tendring District, seven villages are classed as 'Rural Service Centres' Alresford, Elmstead Market, Great Bentley, Little Clacton, St. Osyth, Thorpe-le-Soken and Weeley. For these settlements, the Local Plan identifies opportunities for smaller-scale growth. Some of these villages will accommodate a modest increase in housing stock, where appropriate, within the plan period. Proposed housing allocations are at a level that is fair, achievable and sustainable for each of the settlements

concerned. These will make a meaningful contribution toward addressing local housing needs, supporting the village economy and assisting with the overall housing growth proposed for the District.

3.2.1.3.2 If at any time during the plan period, there is an identified local need for affordable housing in any of these villages that cannot be fully addressed through the proposed housing growth in this Local Plan, the option of delivering additional housing through the 'rural exceptions policy' is available to Parish Councils working with landowners the District Council and/or another affordable housing provider.

3.2.1.4 Smaller Rural Settlements:

3.2.1.4.1 Other smaller villages within Tendring District's rural heartland have much less in the way of job opportunities, local services, facilities and other infrastructure. Residents of these smaller villages are often reliant on neighbouring towns and villages for work, shopping and other services and frequently need to travel distances either by public transport (if it is available) or, more often than not, by private car.

3.2.1.4.2 Because of this, these smaller villages are considered to be the least sustainable locations for growth and there is a concern that encouraging too much development in these areas will only serve to increase the number of people having to rely on cars to go about their everyday lives. However, these villages are still under pressure to grow and some small-scale development which is sympathetic to the rural and often historic character of the settlement might help younger people to continue to live in the area, keep local shops and services viable and help bring balance to any ageing population. Particular attention must be given to school travel and any expansion of existing rural schools.

3.2.1.4.3 Each of these smaller rural settlements can achieve a small scale increase in housing stock over the plan period. To allow for this to happen, Settlement Development Boundaries have been drawn flexibly, where practical, to accommodate a range of sites both within and on the edge of the villages and thus enabling them to be considered for small-scale residential 'infill' developments: provided that it does not detrimentally impact the historic and natural environment.

3.2.1.4.4 Developments which exceed 10 dwellings in size will not be permitted unless there is local support from the Town or Parish Council, an approved Neighbourhood Plan that advocates additional growth or an identified local need for affordable housing that could be addressed through a 'rural exception site'.

3.2.2 Existing Permissions and Neighbourhood Development Plans:

3.2.2.1 To achieve a sustainable increase in housing stock for each of Tendring District's settlements up to 2033, a high level of new homes have gained planning permission or will have been completed on sites between 1 April 2013 to 31 March 2017. The remaining requirement will be delivered on sites that are specifically allocated for housing development, supplemented by other suitable sites within the Settlement

Development Boundaries in this Local Plan. The allocated sites either lie within the established built-up area of the settlement or involve undeveloped land on the edge of the settlement. Alongside the planned developments, it is likely that a number of currently unidentified 'windfall' sites will obtain planning permission for housing in accordance with the policies in this Local Plan during the plan period.

- 3.2.2.2** If Town or Parish Councils wish to supplement the policies and proposals in this Local Plan to identify specific sites in their villages that could be developed they have the option of preparing their own Neighbourhood Plan. Neighbourhood Plans can also be used to allow additional development and ensure that any new development meets additional locally-specific requirements.

Policy SPL 1

MANAGING GROWTH

Settlement Hierarchy

Strategic Urban Settlements:

- *Clacton-on-Sea (comprising, Central Clacton, Jaywick Sands, West Clacton, Great Clacton (North), East Clacton and Holland-on-Sea)*
- *Harwich and Dovercourt (including Parkeston and part of Ramsey)*
- *The Tendring Colchester Borders Garden Community.*

Smaller Urban Settlements

- *Frinton, Walton and Kirby Cross*
- *Manningtree, Lawford and Mistley*
- *Brightlingsea*

Rural Service Centres

- *Alresford*
- *Elmstead Market*
- *Great Bentley*
- *Little Clacton*
- *St. Osyth*
- *Thorpe-le-Soken and*
- *Weeley*

Smaller Rural Settlements:

- *Ardleigh*
- *Beaumont-Cum-Moze*
- *Bradfield*

- *Frating*
- *Great Bromley*
- *Great Holland*
- *Great Oakley*
- *Kirby-le-Soken*
- *Little Bentley*
- *Little Bromley*
- *Little Oakley*
- *Ramsey Village*
- *Tendring;*
- *Thorpe Station Maltings*
- *Thorrington*
- *Weeley Heath*
- *Wix*
- *Wrabness*

This Policy contributes towards achieving Objectives 1 and 6 of this Local Plan.

3.2.3 Settlement Development Boundaries

3.2.3.1 To achieve a sustainable increase in housing stock, a significant number of new homes will come forward on sites which at March 2017 already had extant planning permission for new housing. The remaining requirement will be delivered on sites that are specifically allocated for housing or mixed-use development, supplemented by other suitable sites within the Settlement Development Boundaries in this Local Plan. Alongside the planned developments, it is likely that a number of currently unidentified 'windfall' sites will obtain planning permission for housing in accordance with the policies in this Local Plan during the plan period. In general terms, development outside of defined Settlement Development Boundaries will be the subject of strict control to protect and enhance the character and openness of the countryside. However, there are certain forms of development that can and sometimes need to take place in these areas, some of which can bring about positive outcomes for the rural economy.

Policy SPL 2

SETTLEMENT DEVELOPMENT BOUNDARIES

To encourage sustainable patterns of growth and carefully control urban sprawl, each settlement listed below is defined within a 'Settlement Development Boundary' as shown on the relevant Policies Map and Local Map. Within the Settlement Development

Boundaries, there will be a general presumption in favour of new development subject to detailed consideration against other relevant Local Plan policies and any approved Neighbourhood Plans.

Outside of Settlement Development Boundaries, the Council will consider any planning application in relation to the Settlement Hierarchy and any other relevant policies in this plan.

An exemption to this policy is provided through the Rural Exception Site Policy LP6.

This Policy contributes towards achieving Objectives 1 and 6 of this Local Plan.

- 3.2.3.2** Within the plan period new residential development in these settlements identified in Policy SPL1 will be limited to small infill sites within Settlement Development Boundaries which will support the overall housing growth for the District.

3.2.4 Sustainable Design

- 3.2.4.1** Policy SPL3 contains the design criteria against which every planning application for development will be considered. Part A of the policy provides the local planning criteria for ensuring development is well designed and relates well to its surroundings. Part B ensures that practical requirements have been addressed and Part C ensures that any potential impacts on surrounding uses and/or the local environment are identified and measures are put in place to ensure any adverse impacts are minimised.

Policy SPL 3

SUSTAINABLE DESIGN

Part A: Design. *All new development (including changes of use) should make a positive contribution to the quality of the local environment and protect or enhance local character. The following criteria must be met:*

- a. new buildings, alterations and structures are well designed and maintain or enhance local character and distinctiveness;*
- b. the development relates well to its site and surroundings particularly in relation to its siting, height, scale, massing, form, design and materials;*
- c. the development respects or enhances views, skylines, landmarks, existing street patterns, open spaces and other locally important features;*
- d. the design and layout of the development maintains or enhances important existing site features of landscape, ecological, heritage or amenity value;*

e. boundary treatments and hard and soft landscaping are designed as an integral part of the development reflecting the function and character of the development and its surroundings. The Council will encourage the use of locally distinctive materials in boundary treatments.

Part B: Practical Requirements. *New development (including changes of use) must meet practical requirements. The following criteria must be met:*

a. access to the site is practicable and the highway network will be able to safely accommodate the additional traffic the proposal will generate and not lead to an unacceptable increase in congestion;

b. the design and layout of the development maintains and/or provides safe and convenient access for people with mobility impairments;

c. the development incorporates or provides measures to minimise opportunities for crime and anti-social behaviour;

d. the applicant/developer can demonstrate how the proposal will minimise the production of greenhouse gasses and impact on climate change as per the current regulations and policies in this plan;

e. buildings and structures are designed and orientated to ensure adequate daylight, outlook and privacy for future and existing residents;

f. provision is made for private amenity space, waste storage, separation and recycling facilities, vehicle and cycle parking; and

g. the development reduces flood risk and opportunities are taken to integrate sustainable drainage within the development, creating amenity and enhancing biodiversity.

Part C: Impacts and Compatibility. *New development (including changes of use) should be compatible with surrounding uses and minimise any adverse environmental impacts. The following criteria must be met:*

a. the development will not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby properties;

b. the development, including any additional road traffic arising, will not have unacceptable levels of pollution on: air, land, water (including ground water), amenity, health or safety through noise, smell, dust, light, heat, vibration, fumes or other forms of pollution or nuisance;

c. the health, safety or amenity of any occupants or users of the proposed development will not be materially harmed by any pollution from an existing or committed use; and

d. all new development should have regard to the most up to date adopted Essex Mineral Local Plan.

The development has considered climate change adaptation measures and technology from the outset including reduction of emissions, renewable and low carbon, passive design, and through green infrastructure techniques where appropriate.

When considering new development, applicants and developers should avoid adverse impacts upon the environment. Where this is not possible, mitigation measures should be put forward. As a last resort, compensate for adverse environmental impacts.

Any measures necessary to meet the above requirements are to be established by the applicant/developer.

This Policy contributes towards achieving Objectives 6, 7 and 8 of this Local Plan.

4 Healthy Places

4.1 Improving Health and Wellbeing

- 4.1.1** The Local Plan's strategic objectives for Healthcare Needs are "To work with partners in National Health Service, local health organisations and local community groups to ensure adequate provision of healthcare facilities to support growing communities."
- 4.1.2** Good health and wellbeing means that wherever possible people are free of illness or disability and they have a positive physical, social and mental state. The Council wants people in Tendring District to have healthier, happier and longer lives with less inequality. Health and Wellbeing has been a priority for a number of years to the partners in Tendring District.
- 4.1.3** Tendring District has a higher than average proportion of older and disabled people and, for many, the provision of health services is an essential part of everyday life. For our residents, being able to access primary health care is one of the biggest concerns for the future with many people worried that more housing developments and an increasing population could have significant impact upon over-stretched health services.
- 4.1.4** The Essex Joint Strategic Needs Assessment (JSNA, 2016) stated that in Tendring District:
- 68.3% of adults are classified as overweight or obese compared to the national average of 64.6%.
 - 2,980 people aged over 65 are thought to have dementia. This figure is estimated to rise to 3,995 by 2025. The rising number of people with dementia will impact on future housing stock where consideration needs to be given to the availability of supported and sheltered housing and care homes.
- 4.1.5** In 2014, Tendring District had 29 GP surgeries located in Ardleigh, Alresford, Brightlingsea, Clacton, Frinton, Great Bentley, Great Oakley, Harwich, Lawford, Manningtree, Thorpe-le-Soken and Walton.
- 4.1.6** However, in recent years, resources particularly in the Clacton, Frinton and Walton areas have become stretched by the growing ageing population alongside difficulties in recruiting GPs and other medical professionals. Applicants for planning permission may be required to contribute towards the provision of new or improved health care facilities. The need for such facilities and the type of provision will be determined by the Health Care Commissioners and providers.

- 4.1.7** Through the proposals in this Local Plan, the Clacton, Frinton and Walton areas are expected to accommodate more than 3,000 new homes between them and the vision is to promote active retirement and the provision of care and assisted living. It will therefore be essential to ensure that current deficiencies in primary health care provision are addressed in partnership with Healthcare Commissioners.
- 4.1.8** The Council will work with its Health Sector partners to deliver new and improved facilities.
- 4.1.9** For secondary health care, the District hospitals at Clacton and Harwich provide a range of services including cardiology, diabetic medicine, minor injuries, podiatry, physiotherapy and urology but for other services many residents have to travel to Colchester General Hospital which, itself, is under pressure from a growing population. In recognition of Tendring District's ageing population and the levels of housing development proposed for the Clacton area, of which a large proportion will cater for older people wishing to retire, the Council is also working with the NHS to explore the opportunities to increase and improve care closer to home services in the area, particularly those services of importance to an ageing population.
- 4.1.10** Most development has a potential impact upon the health services and facilities in the District but good design can help to promote healthy living. These impacts and opportunities need to be assessed to ensure that adequate health and services are provided for the community as a whole. Local authorities across Essex are in agreement that applications for residential developments over 50 dwellings should be accompanied by a 'Health Impact Assessment'.
- 4.1.11** This Local Plan has a vital role to play in ensuring that the opportunities exist for people to be able to make healthier life choices and addressing health inequalities across the District. Resilient local health policies will create and support vibrant, sustainable and healthy communities by promoting and facilitating healthy living and creating environment, which offers opportunities for healthy choices.
- 4.1.12** The National Planning Policy Framework (paragraphs 69-70) acknowledges that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. It is imperative to ensure that the design of the built environment and new development does not increase health inequalities and make it harder for people to live healthy lives.

Policy HP 1

IMPROVING HEALTH AND WELLBEING

The Council will work to improve the health and wellbeing of residents in Tendring by:

- a. *working in partnership with the NHS and Public Health to ensure that our residents can access high quality primary and secondary health care services and that new*

and improved services are put in place, where appropriate, to serve the growing population;

- b. supporting the NHS (including local GP Surgeries) and Public Health to deliver a service which meets the needs of residents in Tendring District;*
- c. working with stakeholders on projects that provide better service integration, locating services where access can be improved, particularly for vulnerable groups and communities;*
- d. encouraging healthier communities through targeting of unhealthy lifestyles such as smoking and those which cause obesity as identified in the Joint Strategic Needs Assessment. The Council will work in collaboration with partners, including Public Health, to avoid a concentration of fast food takeaways, where the number of outlets would be likely to harm public health objectives, particularly in deprived communities; local areas of poor health and near schools;*
- e. requiring a Health Impact Assessment (HIA) on all development sites delivering 50 or more dwellings. The HIA should be carried out in accordance with the advice and best practice published by Public Health England and locally through the Essex Planning Officers Association;*
- f. seeking mitigation towards new or enhanced health facilities from developers where new housing development would result in a shortfall or worsening of health provision; and*
- g. ensuring increased contact with nature and access to the District's open spaces and offering opportunities for physical activities through the Haven Gateway Green Infrastructure and Open Space Strategies.*

This Policy contributes towards achieving Objectives 5 and 6 of this Local Plan.

4.2 Community Facilities

- 4.2.1** Community facilities (sometimes referred to as Community assets) provide for health and wellbeing, recreational and leisure and education and culture. They include community halls, libraries, museums, arts venues, post offices, public houses, and places of worship. They are key part of sustainable communities and contribute to their self-reliance.
- 4.2.2** It is important that local communities are supported by a range of community facilities as they provide local employment opportunities, are a focal point for community life and can help reduce the need for people to travel long distances for essential goods and services.

4.2.1 Retention, Improvement and New Community Facilities Provision

- 4.2.1.1** The loss of community facilities can have a substantial impact on people's quality of life, wellbeing and overall viability of the local area. With the growing number of older people in Tendring District, access to locally based facilities will become increasingly important to ensure sustainable communities.
- 4.2.1.2** The Council will expect new development to retain, and where possible, improve existing local community facilities. It is important that these are integrated into the design of new development where possible.
- 4.2.1.3** For existing community facilities, the Council will work with its partners to secure future improvements and will protect them against redevelopments for alternative uses, particularly housing. Public houses, in particular, perform a useful social role in rural communities and are a source of local employment. They frequently occupy historic buildings and make a significant contribution to the character of the locality.
- 4.2.1.4** The viability of community facilities is an important consideration for a sustained local area. Planning applications that would result to the loss of community facilities should be accompanied by marketing information to show why existing use is not viable and information to show why the facilities are no longer needed by the community it serves or that the facility is being suitably relocated to meet local needs.

4.2.2 Assets of Community Value

- 4.2.2.1** Part 5 Chapter 3 of the Localism Act 2011(Act) provides for a scheme called 'assets of community value'. This requires District and unitary councils to maintain a list of 'community assets'. It has also become known as the 'community right to bid'.
- 4.2.2.2** Under the Act and through the Community Rights to Challenge and Build, parish councils, voluntary groups, neighbourhood forums, and other community organisations can consider the opportunity to develop or establish new community facilities. Local groups have the right to nominate a building or land for listing by the Council as an Asset of Community Value.
- 4.2.2.3** The National Planning Policy Framework (NPPF) paragraph 70 states that planning policies and decisions should:
- guide against unnecessary loss of valued community facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs; and
 - ensure that established community facilities and services are able to develop and modernise in a way that is sustainable, and are retained for the benefit of the community.

Policy HP 2

COMMUNITY FACILITIES

The Council will work with the development industry and key partners to deliver and maintain a range of new community facilities. New development should support and enhance community facilities where appropriate by:

a. providing on site, where necessary, or contributing towards new or enhanced community facilities to meet needs arising from the proposed development or growth and where possible, encourage co-location.

The loss or change of use of existing community or cultural facilities will be resisted unless:

b. replacement facilities are provided on site, or within the vicinity, which meet the need of the local population, or necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision; or

c. it has been demonstrated that there is no longer a community need for the facility or demand for another community use on site.

This Policy contributes towards achieving Objectives 4, 5 and 6 of this Local Plan.

4.3 Green Infrastructure

4.3.1 The National Planning Policy Framework states that Green Infrastructure (GI) is a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. It includes 'blue infrastructure' comprising watercourses and wetlands, which provides a range of ecosystem services.

4.3.2 Ecosystem services are the benefits that the natural environment provides to humans, including the production of clean water and many raw materials used for economic activities and cultural benefits such as aesthetic value and recreational opportunities.

4.3.3 A good Green Infrastructure network provides opportunities to enhance tourism in the Tendring District, while ensuring that its most sensitive assets are protected. As well as the obvious benefits to the natural environment, such measures can also provide an economic boost by helping to attract more visitors and improve residents' health and wellbeing by creating a more attractive environment for people to actively use. The network should be made as accessible as possible to all users.

- 4.3.4** The National Planning Policy Framework (NPPF) requires planning to encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for recreation, wildlife, carbon storage and food production).
- 4.3.5** Throughout our District there are a number of existing areas of Green Infrastructure falling into the various different categories which are important to the character of our towns, villages and rural areas and provide valuable space for formal and informal recreational activities in our communities. Areas of existing Green Infrastructure, that will be protected from development, are shown on the Policies Map.
- 4.3.6** Development on these sites will only be allowed where it will result in an equivalent or larger area of green infrastructure of equal or better quality being provided in a location that will benefit more residents.
- 4.3.7** The Haven Gateway Green Infrastructure Study (2008) identified Tendring District as an area deficient in Green Infrastructure. The Council will work with its partners to resolve existing deficiencies and, where appropriate, secure developer contributions towards Green Infrastructure both as an integral part of major developments and through financial contributions to ensure that deficiencies are not exacerbated by future population growth.
- 4.3.8** The provision of high quality accessible Green Infrastructure is seen as increasingly important to regeneration and creating places that are based upon local distinctiveness. Quality environments also attract quality investment in terms of housing, jobs, skills and visiting attractions.
- 4.3.9** Investment in Green Infrastructure for Tendring will help to tackle existing deficiencies of accessible green space, and help provide and protect wildlife corridors, open space and accessible land.
- 4.3.10** The Haven Gateway Green Infrastructure Study identifies key Green Infrastructure projects planned or underway in our towns and villages that the Council will seek to deliver over the course of the plan period, by working with its partners to secure funding, delivering new green space as an integral part of specific residential, commercial or mixed-use developments or by securing financial contributions from developers. Sites identified for proposed Green Infrastructure are shown on the Policies Map.

Policy HP 3

GREEN INFRASTRUCTURE

Green Infrastructure will be used as a way of adapting to, and mitigating the effects of, climate change, through the management and enhancement of existing spaces and habitats and the creation of new spaces and habitats, helping to provide shade during higher temperatures, flood mitigation and benefits to biodiversity, along with increased access.

All new development must be designed to include and protect and enhance existing Green Infrastructure in the local area, as appropriate.

Green Infrastructure as identified on the Policy Map, will be protected, managed and where necessary enhanced by:

- a. managing development to secure a net gain in green infrastructure;*
- b. supporting investment priority projects set out in the Green Infrastructure Delivery Plan;*
- c. not permitting development that compromises the integrity of the overall Green Infrastructure networks;*
- d. investing in enhancement and restoration where opportunities exist; and*
- e. using developer contributions to facilitate improvements to their quality and accessibility.*

The Council will work with all sectors and interest groups to help deliver Green Infrastructure projects. Developers should use the guiding principles set out in the Green Infrastructure Delivery Plan to influence all development proposals from an early stage in the design process. Any new Green Infrastructure proposed must be accompanied by a plan for the long-term sustainable maintenance and management of these assets, as well as phasing plans to demonstrate how they are to be delivered. New Green Infrastructure should incorporate semi-natural habitats and provide net gains in biodiversity wherever possible. The long-term management of assets should include biodiversity recording/monitoring to verify/ensure the ecological integrity of GI networks. Green Infrastructure should, where appropriate, include access for the widest range of user groups.

This Policy contributes towards achieving Objectives 6 and 8 of this Local Plan.

4.4 Open Space, Sports and Recreation Facilities

4.4.1 The National Planning Policy Framework (Annex 2) defines open space as ‘all open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and act as a visual amenity’.

4.4.2 The Council’s Open Space Strategy (2017), prepared by Knight, Kavanagh and Page Ltd, identified the following typologies of open spaces across the District:

- parks and gardens
- natural and semi-natural greenspaces
- amenity greenspace
- provision for children and young people
- allotments; and
- cemeteries/churchyards.

4.4.3 The above typologies are protected by Policy HP4 and are shown on the Policies Map collectively as Safeguarded Local Greenspace.

4.4.4 Open Spaces in towns and rural areas are essential in improving public health, well-being and quality of life. Attractive, safe and accessible parks and green spaces contribute positively to social, economic and environmental benefits and promote sustainable communities. Major new housing and mixed-use developments should include new and improved access to schools, to enable children to walk or cycle from their homes.

4.4.5 Well-used and maintained open spaces make considerable contribution to the quality of life of residents and visitors and promote sustainable communities. Each type of open space has various benefits, for example parks for recreation and play and social events, children’s play and playing pitches for formal sports events and allotments for growing produce.

4.4.6 It is important to provide a balance between different types of open space in order to meet local needs. For example, not all residents living in every area will have a demand for open space in the form of playing pitches or allotments. In some areas there will be a specific local demand for ‘green corridors’ such as nature walk or bridleways.

4.4.7 The National Planning Policy Framework, Planning Policy Guidance and the North Essex Strategic Plan, Section 1 of this Local Plan provide a context for the protection of existing open space. The NPPF (paragraph 74) suggests that existing open space, sports and recreational buildings and land, including playing fields should be protected unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity, quality and in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Policy HP 4

SAFEGUARDED LOCAL GREENSPACE

Development that would result in the loss of the whole or part of areas designated as Safeguarded Local Greenspaces, as defined on the Policies Map and Local Maps will not be permitted unless the following criteria are met:

- a. the site is replaced by the provision of new site at least equal in quality and size and accessible to the community, which the existing site serves;*
- b. it is demonstrated that there is no longer a demand for the existing site;*
- c. the site is not appropriate for other open space functions; and*
- d. the development of the site would not result in the loss of an area important to visual amenity.*

Land is also allocated for the future expansion of the Weeley Crematorium, the Burrs Road Cemetery (Clacton), Dovercourt Cemetery and the Kirby Cross Cemetery as shown on the various Policies Maps and Local Maps for these areas. New cemeteries and other burial places may be permitted on existing private land providing that relevant Local Plan policies are satisfied.

- 4.4.8** Locally based open space standards have been developed in the Tendring Open Spaces Strategy, and proposals for new residential development should contribute to the provision and/or enhancement of open space in areas where there is a deficiency in provision, or poor quality of, open spaces. This provision could be either on or off-site depending on the scale and nature of development and the level and quality of existing facilities in the local area.

4.5 Facilities

Policy HP 5

OPEN SPACE, SPORTS AND RECREATION FACILITIES

The standards in the table below will be used to ensure the provision of adequate levels of open space for all local communities. This will be used to ensure adequate levels of provision for each type of open space, based on existing and future needs.

These standards will be reviewed if new local evidence on open space becomes available.

*In line with the Council's Open Spaces Strategy, the Council will aim to achieve the following open space standards in the District, **including providing accessible natural greenspace in accordance with Natural England's Accessible Natural Greenspace Standards unless updated local standards have been adopted.***

PLEASE NOTE THIS TABLE MIGHT BE UPDATED FOLLOWING RECEIPT OF THE OPEN SPACE, SPORT AND RECREATION STUDY.

| Type of Space | Accessibility Standard | Quantity Standard |
|---|--|------------------------------|
| Parks and Gardens - e.g. urban parks and formal gardens | Within 15 minutes walk (1km) for urban populations*. | 1ha per 1,000 population. |
| Amenity Greenspace - e.g. spaces within residential areas for formal and informal recreation | Within 10-15 minutes walk (600-1km) of whole population. | 0.75ha per 1,000 population. |
| Natural and Semi-Natural Greenspaces - e.g. country parks, nature reserves, woodlands and meadows | At least one publicly accessible site of a minimum of 2ha in size within 20 minutes' walk (1.6km) of whole population. | 2.1ha per 1,000 population. |
| Green Corridors/Seafront - e.g. river/sea corridors, footpaths, cycleways and bridleways | One publicly accessible green corridor/promenade within 15minutes walk (1km) of the entire urban population*. | 0.7ha per 1,000 population. |

| | | |
|--|--|--|
| <i>Allotments - e.g. growing produce, health, social inclusion and promoting sustainability</i> | <i>At least one site within 15 minutes walking time (1000m) of the urban population*. At least one site within 20 minutes' drive time (5km) of the rural population.</i> | <i>0.25ha per 1,000 population.</i> |
| <i>Playing Pitches and Outdoor Sports Facilities</i> e.g. includes playing fields, pitches, greens, courts and artificial pitches | | |
| <i>Adult Football Pitches</i> | <i>At least one pitch within 10 minutes drive time of the whole population.</i> | <i>One 2ha pitch per 500 people - aged-16-45.</i> |
| <i>Junior Football Pitches</i> | <i>At least one pitch within 10 minutes drive time of the whole population.</i> | <i>One 1ha pitch per 120 people -aged10-15.</i> |
| <i>Mini-Football Pitches</i> | <i>At least one pitch within 10 minutes drive time of the whole population.</i> | <i>One 0.6ha pitch per 375 6-9 year olds.</i> |
| <i>Cricket Pitches</i> | <i>At least one pitch within 10 minutes drive time of the whole population.</i> | <i>One 2ha pitch per 1,500 people aged 11-55.</i> |
| <i>Rugby Pitches</i> | <i>At least one pitch within 10 minutes drive time of the whole population.</i> | <i>One 2ha pitch per 3,500 people aged 13-45.</i> |
| <i>Hockey Pitches (synthetic turf)</i> | <i>At least one pitch within 20 minutes drive time (10 miles/16km) of the whole population.</i> | <i>One 0.6ha pitch per 20,000 people (aged 11-45 years old).</i> |
| <i>Tennis Courts</i> | <i>At least one court within 10 minutes drive of the whole population.</i> | <i>One court per 1,750 people.</i> |

| | | |
|-------------------------------------|--|---|
| <i>Outdoor Bowling Greens</i> | <i>At least one green within 20 minutes drive time of the whole population.</i> | <i>One bowling green per 10,000 people.</i> |
| <i>Golf Courses</i> | <i>At least one course within 20 minutes drive time of the whole population.</i> | <i>One course per 30,000 people.</i> |
| <i>Athletics Tracks</i> | <i>At least one track within 30 minutes' drive time of the whole population.</i> | <i>One synthetic track per 250,000 people.</i> |
| <i>Multi-Use Games Areas (MUGA)</i> | <i>At least one MUGA within 10 minutes drive time of the whole population.</i> | <i>One MUGA for all communities over 1,000 population</i> |

Provision for Children and Young People - e.g. sites with equipped play facilities

The District Council will aim to achieve the following standards for the provision of children's play areas:

- Younger children - 0.15ha per 1,000 population*
- Older children - 0.1ha per 1,000 population*

For the purposes of the policy "younger" children are defined as children up to 8 years old and "older" children are defined as over 8 years old.

To achieve this, the District's existing Local Area for Play (LAP), Local Equipped Area for Play (LEAP) and Neighbourhood Equipped Area for Play (NEAP) areas, as owned and maintained by the council will be safeguarded and enhanced.

Indoor Sports Facilities

Indoor sports facilities including sports halls, health and fitness facilities and swimming pools are classed as 'Community Facilities' and are protected through Policy HP2. The Council will work with partners to improve the provision of indoor sports facilities in the District and will support proposals for new facilities subject to meeting the requirements of other policies in this Local Plan and may consider the use of all delivery mechanisms including Community Infrastructure Levy to help deliver new and improved existing indoor sports facilities to meet the needs of a growing population.

All new residential developments of 11 or more dwellings will be required to contribute to open space by either providing new areas or improving the quality or accessibility of existing open space. However, due to viability issues small schemes may not prove cost effective for the council to administer.

Proposals for residential development on sites of 1.5 hectares and above are required to provide on-site open spaces based on local needs or deficiencies. In exceptional cases where the District Council agrees that provision would be best met off-site, development contributions along with the arrangements for securing commuted payments toward provision and future maintenance through planning obligations.

The quality standards for each typology of Open Space, Sports and Recreation Facilities are sets out in the Council's Open Space Strategy (2009). Developers are required to take into consideration the local quality standards for new open spaces or enhancement of existing open spaces in the District.

Cemeteries and Crematorium

There is no quantity and accessibility standards set for this type of open space. However, the District Council has allocated and safeguarded for future expansion land at Weeley Crematorium, the Burrs Road Cemetery (Clacton), Dovercourt Cemetery and the Kirby Cross Cemetery as shown on the Policies Map.

The Council will support proposals for new cemeteries and other burial places (including those on private land) and the extension of existing facilities subject to meeting the requirements of other relevant policies sets out in this Local Plan.

- 4.5.1** Note – A new open space, sport and recreation study is underway and these tables may change including development thresholds for open space, sports and recreation provision

5 Living Places

- 5.0.1** The Local Plan's strategic objectives for Housing Delivery are "To provide new dwellings within Tendring District up to 2033 of sufficient variety in terms of sites, size, types, tenure and affordability to meet the needs of a growing and ageing population" and "To deliver high quality sustainable new communities".

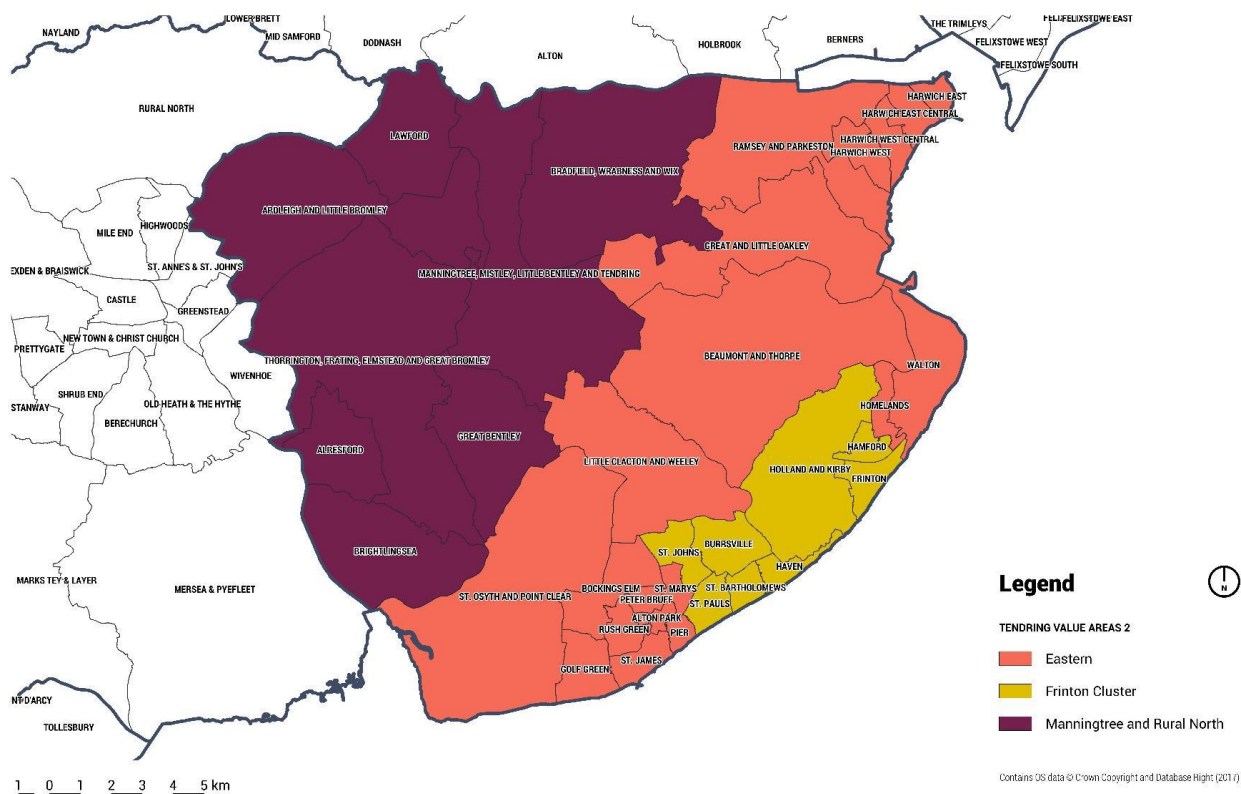
5.1 Housing Supply

- 5.1.1** One of the government's main objectives, as set out in the National Planning Policy Framework, is to significantly increase the delivery of new housing to ensure that everyone will have the opportunity to live in high quality, well-designed homes, in a community where they want to live. To achieve this objective, all local planning authorities, including Tendring District Council, must plan for increased house building, looking to meet the full requirements for market and affordable housing as determined by the Council, using local objectively prepared assessments.
- 5.1.2** To determine how many new homes are likely to be needed in the future, the Council worked in partnership with Colchester Borough Council, Braintree District Council and Chelmsford City Council to commission an 'Objectively Assessed Housing Needs Study'. The 2015 study determined that the combined authority area was the correct geography to undertake 'strategic market housing area assessment'. The study took its baseline from 2013/14, effectively re-setting Tendring's housing needs – moving away from the East of England Plan housing targets, which were superseded by the NPPF, to the new locally derived housing needs targets.
- 5.1.3** Since 2015, various iterations of this study have been produced reflecting amended advice from government, new employment and affordable housing needs data and assessment of the 'un-attributable population change' in the census. Overall, the 2015 study, as updated in 2016, looked at a series of data including population and household projections, migration patterns, economic projections and affordable housing needs. The assessments concluded that the total objectively assessed need for housing in Tendring District would be 550 homes each year and recommended an OAN of 550 be taken as the annual housing completions target.
- 5.1.4** The affordable housing study, published in 2015 found that up to 151 homes each year would meet Tendring's affordable housing need; against the OAN this equates to approximately 27% of the 550 homes. Tendring's Local Plan viability study finds that affordable housing could be achieved across the whole district on sites of 10 or more homes. However, it also finds that there are some viability issues in the eastern area of the District and certain sites in this area may not be able to meet all policy requirements. It would therefore seem reasonable to set the affordable housing target at 30% for sites of 11 homes or more. This will enable those sites that are viable to achieve 30% and those sites that are only viable at less than 30% to make a reasonable contribution to the achievement of the overall affordable housing need. Therefore, 30% will be taken as the baseline for viability testing of individual planning applications. When undertaking viability assessment the Tendring District Council -

Local Plan Part 2 Viability Study (June 2017) should be read as a whole because there is differentiation for certain types of homes, such as flats. The viability assessment for the Tendring Colchester Borders Garden Community also provides for a target of 30% affordable housing. The zones of viability are illustrated below by ward.

Map - Tendring Value 2

TENDRING - Value Areas 2



5.1.5 As noted above, April 2013 is taken as the baseline for the Local Plan's housing strategy, the end date of this Local Plan is March 2033, although some site allocations will continue to deliver beyond 2033. This end date is chosen to provide a 15 year plan following the expected submission of this Local Plan in 2017/18. 15 years allows for three Local Plan housing supply periods as suggested by the National Planning Policy Framework. The sooner the housing supply needs to be completed the more certain of delivery the Council should be in setting out its housing strategy.

5.1.6 Council's are required to provide a five years supply of deliverable housing. Here 'deliverable' means sites should be available, offer a suitable location for development, be viable and have a realistic prospect that housing will be delivered within five years. The National Planning Policy Framework set out that sites with planning permission should be considered deliverable until permission expires, unless there is clear

evidence that schemes will not be implemented within five years. Tendring's first five year housing strategy relies on sites with planning permission for 10 or more dwellings, plus an allowance for smaller sites (9 or fewer homes) based on past delivery trends.

- 5.1.7** For years 6-10 the Council has identified a supply of specific, developable sites and broad locations for growth. These are made up of the broad allocation for a garden community in Section 1 of this Local Plan and site specific allocations in Chapter 9 of Section 2 of the Local Plan. In addition, an allowance for small sites of 9 or fewer homes based on past delivery trends is also included for years 6-10.
- 5.1.8** For years 11-15 the Council has identified a supply of specific, developable sites and broad locations for growth, some of which continue to deliver onwards from year 10 of the Local Plan and few of which continue to deliver beyond year 15 of the Local Plan.
- 5.1.9** The twenty year time frame of the Local Plan from baseline in April 2013 to completion in March 2033 provides for the objectively assessed need requirement for 11,000 homes (550 homes x 20 years).
- 5.1.10** The Council assesses annual housing completions against the annualised housing target of 550 homes each year. As of March 2017, four years of completions data is available. Table LP1 identifies housing completions of 1,374 between 2013/14 and 2016/17. This leaves a requirement for the Local Plan to establish a supply of at least 9,626 homes. 'At least' is an important factor because the housing strategy is more sound if it provides some flexibility for choice and range in its supply to accommodate external factors such as the market failure of particular developer which could slower overall completion rates.

Table LP1: Housing Requirement for the period 1/4/13 – 31/3/33

| A – Annual Net Dwellings Required - Reported Years from Base Date | |
|--|----------|
| 2013/14 to 2032/33 | 550 x 20 |
| Total | 11,000 |
| B – Net Completions - Reported Years from Base Date | |
| 2013/14 | 204 |
| 2014/15 | 267 |
| 2015/16 | 245 |
| 2016/17 | 658 |
| Total | 1,374 |

| A – Annual Net Dwellings Required - Reported Years from Base Date | |
|---|-------|
| | |
| C - Shortfall - Reported Years from Base Date | |
| Total | 826 |
| | |
| E – Net dwellings from Base Date still required | |
| Total | 9,626 |

Table LP2—makes provision for the homes required as established through the OAN. The supply consists of large sites (10 or more homes) with planning permission or a resolution to grant planning permission, an allowance for small sites (of 9 or fewer homes) based on past trends and sites for 10 or more homes allocated in the Local Plan. Policy HP4 applies to MSA8.

Table A2 – Local Plan Housing Allocations

| Site | Total housing numbers | 2018/19 – 2022/23 | 2023/24 - 2027/28 | 2028/29 - 2032/33 | And Beyond | Reference |
|--|-----------------------|-------------------------|-------------------------|-------------------------|------------|-----------|
| Sites of 10 or more Homes with Planning Permission (with / without S106) | 4,796 | 3,933 | 746 | 100 | 17 | |
| Sites of 9 or less homes / windfall | 1,399 | 864 | 361 | 174 | 0 | |
| EDME Maltings | 150 | 0 | 0 | 150 | 0 | SAMU1 |
| Hartley Garden Village | 1700 | 0 | 300 | 300 | 1,100 | SAMU2 |
| Oakwood Park | 750 | 0 | 300 | 300 | 150 | SAMU3 |
| Rouses Farm | 850 | 0 | 300 | 300 | 250 | SAMU4 |

| Site | Total housing numbers | 2018/19 – 2022/23 | 2023/24 – 2027/28 | 2028/29 – 2032/33 | And Beyond | Reference |
|--|-----------------------|-------------------------|-------------------------|-------------------------|------------------------|-----------|
| Land South of Council Offices | 280 | 0 | 200 | 80 | 0 | SAMU5 |
| Greenfield Farm | 164 | 0 | 100 | 64 | 0 | SAH1 |
| Land west of Low Road | 300 | 0 | 100 | 100 | 100 | SAH2 |
| Robinson Road | 100 | 0 | 100 | 0 | 0 | SAH3 |
| Tendring Colchester Borders Garden Community | 3,500-4,500 | 0 | 500 | 750 | 2,250-3,250 | SP7 |
| Land at Weeley Council Offices | 24 | 0 | 0 | 24 | 0 | MSA1 |
| Land off Cotswold Road | 12 | 0 | 12 | 0 | 0 | MSA2 |
| Orchard Works site rear of London Road | 20 | 0 | 20 | 0 | 0 | MSA3 |
| Land rear of 522-524 St. Johns Road | 43 | 0 | 43 | 0 | 0 | MSA4 |
| Station Gateway development | 60 | 0 | 0 | 60 | 0 | MSA5 |
| Former Tendring 100 Waterworks Site | 90 | 0 | 90 | 0 | 0 | MSA6 |

| Site | Total housing numbers | 2018/19 – 2022/23 | 2023/24 – 2027/28 | 2028/29 – 2032/33 | And Beyond | Reference |
|---|-----------------------|-------------------------|-------------------------|-------------------------|-------------|-----------|
| Mayflower Primary School | 15 | 0 | 15 | 0 | 0 | MSA7 |
| Land at Harwich and Parkeston Football club | 89 | 0 | 0 | 89 | 0 | MSA8 |
| Old Town Hall site | 15 | 0 | 15 | 0 | 0 | MSA9 |
| Southcliffe Trailer Park | 15 | 0 | 15 | 0 | 0 | MSA10 |
| Station Yard | 40 | 0 | 40 | | 0 | MSA11 |
| Land at the Farm Kirby Road | 47 | 0 | 0 | 47 | 0 | MSA12 |
| Montana Roundabout | 35 | 0 | 35 | 0 | 0 | MSA14 |
| | | | | | | |
| TOTALS | 14,494-15,494 | 4,797 | 3,339 | 2,491 | 3,867-4,867 | |
| Total in Plan Period | 10,627 | | | | | |

Policy LP 1

HOUSING SUPPLY

The Council will work with the development industry and other partners to deliver a minimum new homes increase of 11,000 (net) between 1 April 2013 and 31 March 2033 to support economic growth and meet objectively assessed requirements for future housing in the District. This supply of new homes will be delivered from the following sources:

| Supply Source to March 2033 | Totals |
|---|---------------|
| <i>Net Dwelling Completions 2013-2017</i> | <i>1,374</i> |
| <i>Large Sites with Planning Consents (with/without signed S106 Agreements)</i> | <i>4,779</i> |
| <i>Small Sites with Planning Consents (with Trend Based Completions)</i> | <i>1,399</i> |
| <i>Strategic Allocations - Mixed Use (SAMU Policies)</i> | <i>2,230</i> |
| <i>Strategic Allocations – Housing (SAH Policies)</i> | <i>464</i> |
| <i>Medium Sized Allocations (MSA Policies)</i> | <i>505</i> |
| <i>Tendring Colchester Borders Garden Community</i> | <i>1,250</i> |
| Totals | 12,001 |

This Policy contributes towards achieving Objectives 1 and 6 of this Local Plan.

- 5.1.11** The supply of housing throughout the Local Plan period will be supplemented by proposals for rural exception schemes and bringing back into use some of the long-term empty properties in the District through the Council's Empty Homes Strategy. The broad areas allocated for housing and mixed-use development in this Local Plan are shown on the relevant Policies Map Insets and supported by locality-based maps in the appendices of this document.
- 5.1.12** In accordance with the National Planning Policy Framework, the Council will monitor the delivery of new housing on an annual basis and publish the results in its Authorities Monitoring Report. The Council will seek to ensure that, in any one year, there is sufficient land available to deliver a minimum of the next 5-years' worth of new housing plus the appropriate buffer to allow flexibility in the market for land, taking into account any under-provision or over-provision from the previous year(s).

5.2 Housing Choice

- 5.2.1** As well as planning for a significant increase in housing development, the National Planning Policy Framework requires Councils to plan for a mix of new housing based on current and future demographic trends, market trends and different groups within the community. Paragraphs 22 – 29 of the Housing and Economic Development Needs Assessments section of the national Planning Practice Guidance details how affordable housing need should be calculated. It defines affordable housing need as the '*number of households and projected households who lack their own housing or live in unsuitable housing and who cannot afford to meet their housing needs in the market.*'

5.2.2 The assessment consists of four broad stages to calculate affordable housing need:

- an assessment of the current gross unmet need for affordable housing;
- an assessment of the newly arising need for housing;
- an assessment of the current affordable housing supply;
- an assessment of future affordable housing supply.

5.2.3 Within each of the four stages, there are a number of detailed calculations many of which themselves have a number of components. The Strategic Housing Market Assessment Update 2015 estimate the net annual affordable housing need in Tendring at 160 homes each year.

5.2.4 The update suggests there is likely to be a demand for a range of dwelling size, type and tenure over the plan period. It is estimated that around 71% of the need for new housing up to 2033 will be for 'market housing' available to buy or rent at open market values and around 27% of the need for housing will be for 'affordable housing' made available by the Council or other registered providers at lower than market prices to meet the needs of people and families with lower incomes that cannot afford to buy or rent property on the open market.

5.2.5 The tenure profile from the update, suggests there will be a need for 67.1% of all homes to be owner occupied, 22% private rented, 0.4% shared ownership and 10.5 % social/affordable rented. To meet this tenure distribution the proportion of tenure completions would be 47.7% owner occupied, 30.8% private rented, 2.1% shared ownership and 19.5% social/affordable rent.

5.2.6 In terms of dwelling size, for owner occupied, the share required for the new housing stock is 10.3% one bedroom, 31.5% two bedroom, 33.3% three bedroom and 24.8% four or more bedrooms. For private rented, the change required is 6.8% one bedroom, 19.4% two bedroom, 52.7% three bedroom and 21.1% four plus bedrooms.

Policy LP 2

HOUSING CHOICE

The Council will work with the development industry and housing providers to deliver a mix of dwelling types, sizes and tenure within the housing growth proposed for the District which reflects the Council's overarching vision for growth in Tendring District and the evidence of housing need contained in its latest Strategic Housing Market Assessment (SHMA), which will be the subject of periodic review.

On developments of 11 or more (net) dwellings, the Council will expect to see a mix of dwelling size, type and tenure that broadly reflects the housing need identified in the latest Strategic Housing Market Assessment unless there are specific housing mix requirements for a particular site, as set out in site-specific policies in this Local Plan, or

genuine physical or economic viability reasons why this mix cannot be achieved. The Council will also require a proportion of the new properties to be provided in the form of Council Housing or affordable housing in line with the requirements in Policy LP5.

The Council will support the development of bungalows, retirement complexes, extra care housing, independent living, starter homes, self-build and other forms of residential accommodation aimed at meeting the future needs of older and disabled residents as well as family housing. Support will also be given to innovative development proposals subject to consideration of other Local Plan policies.

This Policy contributes towards achieving Objectives 1 and 6 of this Local Plan.

5.3 Housing Density

- 5.3.1** It is important that the density of housing development promotes: a good quality of life for its residents: reflects accessibility to local services within the location; the need for appropriate levels of internal floor space and external private amenity space; the required mix of housing type and size; and the character of development in the immediate area. Higher densities are appropriate in town centres to support retail, public transport, walking and cycling and minimising greenfield development.

Policy LP 3

HOUSING DENSITY AND STANDARDS

New residential and mixed-use development (including conversions and changes of use) must achieve an appropriate housing density that has regard to the following factors:

- a. accessibility to local services;*
- b. national minimum internal floor-space standards;*
- c. the required mix of housing;*
- d. the character of development (and where appropriate enhance that character) in the immediate area;*
- e. for the edge of greenfield sites, the need for an appropriate transition between built development and the open countryside; and*
- f. on-site infrastructure requirements that will need to be incorporated into the layout of the development (including green infrastructure, highways and footpaths built to adoptable standards and any community facilities).*

This Policy contributes towards achieving Objectives 1 and 6 of this Local Plan.

5.4 Housing Layout

- 5.4.1** The National Planning Policy Framework states that the supply of new homes can sometimes best be achieved through planning for larger scale developments that follow the principles of ‘Garden Cities’. Section 1 of this Local Plan sets out the specific requirements for the Tendring Colchester Borders Garden Community.
- 5.4.2** Due to the lack of available brownfield land, the Council has no choice but to promote the expansion of towns and villages onto greenfield land to deliver the District’s future housing requirements. Rather than the high-density housing estates that have dominated housing provision over the last forty years which are characterised by cul-de-sacs, narrow highways and an increasing over-dominance of on-street car parking, this Council wants to embrace the principles of the Garden City movement as a means of bringing about social and economic improvements in the District. The Council will therefore only support large scale housing developments if they are well designed, integrated with the existing environment and contribute positively towards the ‘sense of place’.
- 5.4.3** Examples of residential areas in the Tendring District that display these characteristics are the Avenues area of Frinton-on-Sea, the Gardens area of Clacton-on-Sea and inter-war developments in Tewkesbury, Thornbury and Severn Roads, Douglas Road, Vicarage Gardens, Clacton; and the majority of Holland-on-Sea.

Policy LP 4

HOUSING LAYOUT

To ensure a positive contribution towards the District’s ‘sense of place’, the design and layout of new residential and mixed-use developments in the Tendring District will be expected to:

- a. promote health and wellbeing by incorporating and maximising the use of green infrastructure, verges, trees and other vegetation. Proposals for residential development on sites of 1.5 hectares and above are required to provide at least 10% of the gross site area as public, open space (unless there are more specific open space requirements set out in policies relating to the site in question);*
- b. minimise the opportunities for crime and anti-social behaviour by ensuring good surveillance, clear definition between public and private spaces and convenient access for emergency services;*
- c. ensure internal road layouts can safely and comfortably accommodate emergency services, waste collection services, buses (where necessary) and other large vehicles;*

- d. *minimise the need for and reduce the resulting visual and safety implications of on-street parking by ensuring dwellings have sufficient off-street parking space to accommodate the likely number of vehicles;*
- e. *aside from town centres respect the character of Tendring District by delivering housing development at densities more in keeping with the semi-rural nature of parts of the District;*
- f. *respect the historical and settlement hierarchy character of Tendring District by delivering housing development at densities in keeping with the urban nature of parts of the District including the town centres;*
- g. *ensure dwellings meet minimum standards of internal space; and*
- h. *meet all other requirements of the Local Plan.*

To ensure new developments meet these requirements and other requirements of policies in this Local Plan, the Council will sometimes work with landowners, developers and other partners, particularly on larger schemes, to prepare master plans or development briefs prior to the submission of planning applications.

In determining planning applications, the Council will also refer to the guidance provided in the Essex Design Guide for Residential & Mixed-Use Developments, 'Building for Life' and the 'Manual for Streets' and as superseded.

This Policy contributes towards achieving Objectives 1, 5 and 6 of this Local Plan.

5.5 Affordable and Council Housing

- 5.5.1** The Council's Strategic Housing Market Assessment suggests that over the plan period there will be demand for new 'affordable housing' in our District to cater for people and families with low incomes who cannot afford to buy or rent property on the open market. Extensive public consultation with our residents suggests that the concept of affordable housing is supported, especially to give younger people a fair chance to live and work in the area. However, there is a concern that if this housing is not properly managed and there are no strict controls on who can and cannot qualify, it could encourage people from outside of Tendring to move to the area for affordable accommodation, placing people with long-standing local connections at a disadvantage.
- 5.5.2** To tackle this issue, the Council has carefully reviewed its policies on who can and cannot qualify for affordable housing to give priority to those people who have lived, and ideally worked, in the District for at least three years. The Council will still have a statutory duty to meet the needs of people from outside the District if they have a particular urgent need for housing, but in the majority of cases local people will be

given priority. The Council also proposes to deliver affordable housing in the form of 'Council Housing', managed and maintained directly by Tendring District Council, to ensure that these rules are properly enforced. Specialist affordable /market home such as starter homes and key worker homes will be delivered as market or affordable homes as appropriate.

Policy LP 5

AFFORDABLE AND COUNCIL HOUSING

To promote a mix of housing tenure in the District and address the housing needs of people and families with lower incomes who cannot afford to buy or rent housing on the open market, the Council will work with the development industry to provide new affordable and council housing.

For development proposals outside of the Tendring Colchester Borders Garden Community, involving the creation of 11 or more (net) homes, the Council will expect 25% of new dwellings, (including conversions) to be made available to Tendring District Council (subject to viability testing) or its nominated partner(s) to acquire at a proportionate discounted value for use as affordable or council housing.

As an alternative, the Council will accept a minimum 10% of new dwellings, (including conversions) to be made available to Tendring District Council or its nominated partner(s) to acquire at a proportionate discounted value for use as council housing alongside a financial contribution towards the construction or acquisition of property for use as council housing equivalent to delivering the remainder of the 25% requirement.

To avoid an over-concentration of council housing in one location, no single group of council houses will exceed ten dwellings and to ensure positive integration between the residents of council housing and market housing, there should be no noticeable difference in the appearance or quality between dwellings to be sold on the open market and those to be acquired and managed by the Council or its nominated partner(s).

The size and type of council housing will be specified by the Council on a case-by-case basis having regard to the latest housing needs register and will be the subject of negotiation between the Council and the developer or applicant.

Proposals that involve the provision of alternative forms of affordable housing will be accepted as long as they offer equal or greater benefit to the community in providing affordable housing, in perpetuity, for local people.

All planning applications that include residential development of 11 or more net dwellings must include an affordable housing statement.

This Policy contributes towards achieving Objective 1 of this Local Plan.

5.6 Rural Exception Sites

- 5.6.1** To enable the delivery of affordable housing in rural areas, the Rural Exception Scheme allows small developments on a site which abuts or is well-related to the Settlement Development Boundary of a 'Rural Service Centre' or 'Smaller Rural Settlement' as defined by the spatial hierarchy. These can come forward as an exception to normal settlement policy. Such schemes are intended to meet the housing needs of local people unable to afford accommodation in the villages where they live or have close local family or employment ties. The rural exception policy will be particularly useful in delivering additional housing in rural settlements where only limited growth is proposed and where the affordable housing is not likely to be otherwise delivered. Where Parishes have identified a need for local housing in an area, it can still be difficult to encourage landowners to sell their land below open market residential values. To address this, there is a provision for a maximum of one open market home in three homes on sites put forward by the Parish Council or through the Community Right to Build.
- 5.6.2** In considering planning applications for affordable local needs housing, the Council must be provided with evidence to show a scheme meets a demonstrated local need. Such evidence should define the local client group requiring housing and their specific housing requirements.
- 5.6.3** In addition, information detailing the number, size and tenure of dwellings proposed (e.g. rental units or shared ownership) will be required. Otherwise the exceptional need for a proposal, in particular whether it meets or contributes to the identified local need, cannot be established. In such circumstances, a detailed planning application will normally be needed.
- 5.6.4** It is essential to demonstrate that the proposed housing realistically meets or contributes to the identified local need and will be exclusively reserved and managed in perpetuity as affordable housing for the long-term benefit of the local community. Therefore, arrangements which will secure this must be in place before planning permission is granted and when the rental values or selling prices are accurately predicted. These would normally take the form of voluntary planning obligations and covenants offered by the agency involved in managing the scheme and agreed by the landowner, the developer and the Council. Management of the scheme by Tendring District Council or an alternative housing association, charitable trust or similar organisation will generally offer the required assurances. Restricting the occupation of property to people falling within the identified categories of local need will ensure that units remain affordable.

Policy LP 6

RURAL EXCEPTION SITES

Council Housing and other forms of affordable housing may be permitted on sites adjoining the Settlement Development Boundaries of 'Rural Service Centre' or 'Smaller Rural Settlement', as defined by the spatial hierarchy, as an exception to normal settlement policy to meet a specific identified local need that cannot be otherwise met.

To justify this form of development, applicants must demonstrate a shortage of council/affordable Housing, where provision would offer long term security of tenure to existing residents within the relevant Parish needing separate accommodation in the area and other persons with strong local connections within the Parish in terms of employment or longstanding family or previous residence links and who require accommodation in the area.

Proposals will need the support of the relevant Parish or Town Council and be expected to meet all of the following criteria:

Evidence of Local Need

The proposal must include detailed and up-to-date evidence of local need for council / affordable Housing within the Parish, proven to the satisfaction of the District Council. The detail of any planning application should show that the number of council / affordable homes will not exceed the number, size and tenure genuinely required to meet the identified local housing need.

The Content of Schemes

A proposal shall cater primarily for local needs. However, to assist with the economic viability of the overall development and provide an incentive to landowners to release their land, a maximum of one in three dwellings in the overall development can be provided for sale or rent on the open market.

Secure Arrangements

Secure arrangements must be in place, before the granting of planning permission, that:

- a. ensure that all the council/affordable homes within the scheme remain exclusively for local need through control of occupation during the lifetime of the development and that the low-cost benefits of the housing provision pass on to subsequent occupants meeting the criteria of local need;*
- b. ensure that the necessary long-term management of the scheme is permanently secured; and*

- c. *provide that where a vacated council/affordable home in the scheme cannot be filled by persons in local need within the Parish, that the home is made available over within Tendring District on the same basis of need to secure its occupation.*

Location and Environmental Considerations

The proposal shall have no significant material adverse impact on the landscape, residential amenity, highway safety, or the form and character of the settlement to which it adjoins.

This Policy contributes towards achieving Objective 1 of this Local Plan.

5.7 Self-Build and Custom-Built Homes

- 5.7.1** The National Planning Policy Framework requires Councils to plan for a mix of housing based on the needs of different groups in the community which includes people wishing to build their own homes as a Self-Build or Custom-built home. The majority of the new homes that will be built in Tendring up to 2033 will be on sites specifically allocated for development which tend to be acquired by volume house builders and local developers who will aim to deliver new housing to meet the needs of the mass market. However this leaves few opportunities for the construction of individual properties of bespoke and innovative architectural design, larger more spacious properties for the higher end of the market and self-build ‘grand designs’ for people wanting to build a home to live in themselves.
- 5.7.2** The strategic priorities of this Local Plan focus heavily on the need to deliver economic growth, tackle unemployment and deprivation and improve the long-term prospects of future generations. Alongside measures to attract businesses, rejuvenate town centres and create more jobs, the Council’s Economic Development Strategy suggests that delivering the right mix of housing is critical to the future of the district’s economy. By enabling opportunities to deliver self-build homes within the overall mix of new housing over the plan period, the District can go some way in providing attractive high-quality properties that local people can aspire to live in and stay close to their family. The opportunities to build such properties could also help to encourage high-earners and people with entrepreneurial spirit to live in the District who will have disposable income to spend in the local economy and who have the potential to invest in local business opportunities.
- 5.7.3** Paragraph 55 of the National Planning Policy Framework requires Councils to avoid new isolated homes in the countryside unless there are special circumstances which, amongst others, can include the “exceptional quality or innovative nature of the design of the dwelling”. Policy LP7 therefore sets out the circumstances under which aspirational or self-build homes could be built outside of settlement development boundaries but within a reasonable proximity of the District’s more sustainable urban settlements and rural service centres.

Policy LP 7

SELF-BUILD AND CUSTOM-BUILT HOMES

The Council will encourage the provision of opportunities for constructing Self-Build and Custom-built Homes as part of the mix of housing on large residential developments and the one-for-one replacement of existing dwelling, of any size, in the countryside outside of settlement development boundaries with a single unit of Self-Build Housing, unless the impacts of development would conflict with other policy requirements in this Local Plan.

The Council will also consider, on their merits, proposals for Self-Build and Custom-built Homes on land outside of settlement development boundaries, not involving the replacement of an existing dwelling, where they will still support a sustainable pattern of growth in the District. Such developments must either:

- a. be located on a site safely accessible on foot within 600 meters of the edge of the settlement development boundary of one the District's 'strategic urban settlements', 'smaller urban settlements' or 'strategic rural service centres';*
- b. be located on a site safely accessible on foot within 400 meters of the edge of the settlement development boundary of one of the District's 'rural service centres'; or*
- c. involve the redevelopment of vacant or redundant previously developed land that can be shown, with evidence, to be unviable for employment use.*

This Policy contributes towards achieving Objective 1 of this Local Plan.

5.8 Backland Residential Development

5.8.1 “Backland” developments are, for the purposes of Policy LP8 below, defined as the proposed erection of one or more dwelling houses on a parcel of land:

- which lies generally behind the line of existing frontage development;
- has little or no frontage to existing public highway; and
- which would constitute piecemeal development in that it does not form part of a large area allocated for development.

5.8.2 Typical sites include the back gardens of existing dwellings, “tandem” development sites of the kind found in Jaywick, smallholdings, yards, or small vacant sites. On these sites, it will often be difficult to achieve the design requirements of this Local Plan due to a combination of location, restricted access and intensity of residential use in the vicinity.

- 5.8.3** The main problems that can arise as a result of backland development include: undermining the established character of an area (especially if similar schemes were to be repeated elsewhere in a locality); dwelling plots appearing cramped relative to their surroundings; the fragmentation of established gardens with a loss of mature landscaping; and the infringement of neighbouring residents' amenities. Development behind an established building line can also appear incongruous, particularly isolated dwellings. To avoid these problems, backland development requires particularly thorough planning, and Policy LP8 provides specific criteria that the Council will apply in such proposals.
- 5.8.4** There must also be proper means of access to backland development, which is safe and convenient for both drivers and pedestrians, with a turning area where necessary to avoid the need for vehicles to reverse onto a public highway. A proposed access should avoid excessive disturbance or loss of privacy to neighbouring residents through, for example, an access drive passing unreasonably close to an adjoining dwelling. The likely frequency of use by vehicular traffic and the suitability of the access for service vehicles and the emergency services will also be relevant material considerations.
- 5.8.5** "Tandem" development consists of a dwelling or dwellings immediately behind an existing residential frontage which are served by a shared access. It is generally unsatisfactory because of the difficulties of access to the dwelling at the rear and the disturbance and lack of privacy suffered by the residents of the dwelling in front.

Policy LP 8

BACKLAND RESIDENTIAL DEVELOPMENT

Proposals for the residential development of "backland" sites must comply with the following criteria:

- a. where the development would involve the net loss of private amenity space serving an existing dwelling, that dwelling must be left with a sufficient area of private amenity space having regard to the standards in this Local Plan;*
- b. a safe and convenient means of vehicular and pedestrian access/egress must be provided that does not cause undue disturbance or loss of privacy to neighbouring residents or visual detriment to the street scene. Long or narrow driveways will not be permitted;*
- c. the proposal must avoid "tandem" development using a shared access;*
- d. the site must not comprise an awkwardly shaped or fragmented parcel of land likely to be difficult to develop in isolation or involve development which could prejudice a more appropriate comprehensive development solution;*

- e. *the site must not be on the edge of defined settlements where likely to produce a hard urban edge or other form of development out of character in its particular setting; and*
- f. *the proposal must not be out of character with the area or set a harmful precedent for other similar forms of development.*

This Policy contributes towards achieving Objective 1 of this Local Plan.

5.9 Traveller Sites

- 5.9.1** Government guidance sets out the approach Local Authorities should take when making provision for Gypsy and Travellers. It requires Local Authorities to make their own assessment of need, develop fair and effective strategies to meet need through the identification of land for sites, to plan for sites over a reasonable timescale, to increase the number of traveller sites in appropriate locations in order to address under provision and maintain an appropriate level of supply.
- 5.9.2** In August 2015 a new definition of Gypsy and Traveller was introduced into the Planning Policy for Traveller sites (2015). This meant that the Council's existing evidence base needed to be updated to reflect the new definition. This new study looked at the new definition and only those households that fall within the planning definition now need to be formally assessed as part of the GTAA process.
- 5.9.3** The new requirements are set out in the table below. There is no identified need for plots for travelling showpeople.
- 5.9.4** Of the twelve pitches identified in the 2015 GTAA, three pitches are no longer with travellers or are vacant, of the remaining nine only one interview was accepted and one unauthorised encampment which met the planning definition presented. The pitch requirement for the known need is two pitches and the requirement proxy for the unknown need (due to interviews not being accepted) is presented is also two pitches, giving a requirement of four pitches over the Plan period. Added to this is the need to provide for non-travelling gypsies and travellers that are known to not meet the planning definition of three pitches.

Policy LP 9

TRAVELLER SITES

Evidence contained in the Essex Gypsy and Traveller Accommodation Assessment (April 2017) identifies a projected need for two additional pitches in Tendring over the GTAA period to 2033 for Gypsy and Traveller households that meet the planning definition; a need for up to two additional pitches for Gypsy and Traveller households that may

meet the planning definition – although if the ORS national average of 10% were to be applied this could be as few as no additional pitches; and a need for three additional pitches for Gypsy and Traveller households who do not meet the planning definition – if the potential need from 90% of unknown households is added to this the total need for non-Travelling households could rise to five additional pitches. A breakdown of where this need should be addressed is set out in the table below.

Table 5.1

| <i>Additional need for Gypsy and Traveller households broken down by potential delivery method Site Status</i> | <i>Gypsy and Traveller Local Plan Policy</i> | <i>SHMA Housing Policy</i> | <i>Total</i> |
|---|---|-----------------------------------|---------------------|
| <i>Meet Planning Definition (+ 10% Unknown)</i> | 2 | 0 | 2 |
| <i>Not meeting Planning Definition (+ 90% Unknown)</i> | 0 | 5 | 5 |
| <i>Total</i> | 2 | 5 | 7 |

Since the GTAA report was published, planning permission for five additional pitches to the south of Woodfield Bungalow, owned by a family of the households that do not meet the planning definition has been granted planning permission. The GTAA stated that if this site receives planning permission, the pitches may be used to meet the need for three additional pitches arising from households living on existing pitches adjacent to Woodfield Bungalow.

The GTAA also found that any need arising from unknown households - all of which could come from small family sites - could be met through intensification of existing sites.

Transit Provision: It is recommended that the situation relating to levels of unauthorised encampments should be continually monitored whilst any potential changes associated with PPTS (2015) develop.

Travelling Showpeople: There were no Travelling Showpeople identified in Tendring so there is no current or future need for additional plots.

In terms of un-met need when considering any proposals for additional traveller sites or pitches, the Council will consult the latest evidence of need contained in the most recent Gypsy and Traveller Accommodation Assessment and will only approve planning

permission for proposals that can demonstrate, with evidence, a genuine need for the proposed level of provision. The Council will consider proposals against criteria a) to h) below alongside other requirements in the Local Plan:

- a. sites must avoid any adverse impacts on any internationally, nationally or locally designated protected areas and must avoid areas prone to flooding;*
- b. sites must have reasonable access to key facilities (normally 1.5 miles/2.4km on foot or 15 miles/24km by public transport to primary schools, doctors' surgeries and convenience shops, 2 miles/3.2km on foot or 20 miles/32km by public transport to secondary schools and major employment);*
- c. sites should, where possible, utilise previously developed land and recognise the scale of nearby communities;*
- d. sites must not exceed ten pitches in size and must make a minimum allowance of 250 square metres per pitch including circulation and amenity space and a maximum of 350 square metres. Sites should normally be 3 miles/4.8km apart with scope for smaller sites to be closer than this;*
- e. sites must comprise flat well drained ground and achieve safe access for large vehicles from the local road network and access to utilities;*
- f. sites must be safe for children, achieve aesthetic compatibility with the surroundings with scope for visual and acoustic screening to protect the amenity of nearby residents; and not impact on high grade utilised agricultural land;*
- g. sites must be of a high quality design and landscaping, providing a good standard of residential amenity for their occupiers; and*
- h. sites must be linked to mains services.*

This Policy contributes towards achieving Objectives 1 of this Local Plan.

5.10 Care and Assisted Living

- 5.10.1** Demographic projections suggest that by the end of the plan period in 2033, around 60% of our residents could be over the age of 65 and we know that our District is already a very popular area for retirement, particularly in our coastal towns of Clacton and Frinton, with much of the demand for new housing driven by the migration of older people from other parts of the country. Generally, thanks to advancements in medical care and healthier lifestyles, people are living longer and the Council is actively promoting the District's leisure offer to the 'active retired' who make a valuable contribution toward our local economy.

- 5.10.2** The Local Plan encourages development of care, independent and assisted living homes in appropriate locations. This will ensure future generations of older and disabled residents get the highest quality of care and future generations of working age residents can access a range of job opportunities in a diverse and growing sector of the economy. As well as jobs for care assistants, growth in this sector will generate job opportunities for medical professionals, caterers and managers as well as jobs in supply chain industries dealing with matters such as maintenance, gardening, specialist training, security and construction. Consideration of staffing capacity/availability must be considered by applicants prior to submission of planning applications.
- 5.10.3** Residential institutions have the potential to accommodate a significant number of residents, employ substantial numbers of staff and receive visits from friends and family. Therefore, they are best located in accessible locations, ideally within the settlement development boundaries of the District's more sustainable urban settlements and rural service centres. As opposed to the smaller rural settlements or remote countryside locations where there tend to be fewer local services and facilities, limited access to public transport and where the introduction of such development can often have a detrimental impact on the rural character of that community.
- 5.10.4** However, the Council does recognise that it is often difficult to find areas of land large enough to accommodate larger, high quality care homes set within open grounds with gardens, landscapes and trees – which, for the quality of life for residents, is very important. Therefore, the policy encourages the development of care homes and extra-care housing within the larger residential and mixed-use allocations across the District.
- 5.10.5** Secure Residential Institutions, which come under use class C2a, can include secure hospitals, detention centres and prisons. These institutions also have the potential to employ significant numbers of people but in some instances can have a detrimental impact on their immediate surroundings in terms of noise and disturbance. A more remote location may therefore be appropriate and proposals for these kinds of institutions will be considered on their own merits subject to meeting the requirements of other policies in this document and demonstrating a local need.

Policy LP 10

CARE, INDEPENDENT ASSISTED LIVING

To meet the care needs of our future generations and generate growth in the care, independent and assisted living sector in line with the Economic Development Strategy, the Council will support the construction of high quality care homes and extra-care housing in sustainable locations. The Council will also work with the NHS, Essex County Council, care providers, educational establishments and businesses to promote

technological advancements in the provision of care, improvements in training and qualifications for care professionals and support growth in the ‘supply chain’ industries related to care and assisted living.

The Council will support the provision of care homes and extra care housing within settlement development boundaries and, in particular, within the mix of accommodation for the residential and mixed-use developments across the District.

The Council will also consider, on their merits, proposals for the development of new (including change of use to) care homes (Use Class C2) on land outside of settlement development boundaries where they will still support a sustainable pattern of growth in the District. Such developments must either:

- a. be located on a site safely accessible on foot within 800 metres of the edge of the settlement development boundary of one of the District’s ‘strategic urban settlements’, ‘smaller urban settlements’ or ‘strategic rural service centres’; or*
- b. be located on a site safely accessible on foot within 400 metres of the edge of the settlement development boundary of one of the District’s ‘rural service centres’.*

All new care homes and extra care housing must offer a high quality, safe, secure and attractive environment for their residents and provide sufficient external space to accommodate the normal recreation and other needs of residents, visitors or employees.

Proposals for the development of new (including change of use to) secure residential institutions (Use Class C2A) will be considered on their own merits against other policy requirements of this Local Plan.

Development that would result in the loss of all, or part, of an existing care home will not be permitted unless the applicants can demonstrate, with evidence, that the site or premises are no longer economically viable. The approach used to demonstrate that the requirements of this policy have been met may vary from site to site and so must be agreed between the Council and the applicant in advance of any planning application being submitted.

Where planning permission is granted, use rights under the provision of the latest Use Classes Order may be withdrawn where there is evidence to suggest that another use within the same or different Use Class would be inappropriate.

This Policy contributes towards achieving Objective 1 of this Local Plan.

5.11 HMO and Bedsits

- 5.11.1** An HMO (House in Multiple Occupation) is a house occupied by three or more unrelated individuals as their only or main residence where they have individual lockable bedrooms, but where basic amenities such as a kitchen or bathroom are

shared. HMOs with between three and six bedrooms fall under Class C4 of the Use Classes Order. HMOs with seven or more bedrooms are classed as 'sui generis'. Each individual bedroom within an HMO is classed as a 'tenancy unit'.

- 5.11.2** Bedsits are dwelling houses that consist of a single room containing living accommodation and dedicated, but often basic, cooking and washing facilities (such as a cooker, microwave oven and sink) but sometimes bathroom and toilet facilities are shared by a number of bedsit occupiers. Bedsits form part of Use Class C3.
- 5.11.3** The creation of HMOs and bedsits, in the majority of cases, require planning permission in line with national planning regulations. The conversion of a 'dwelling house' (Use Class C3) to an HMO in Use Class C4 can take place without the need for planning permission except in locations where the Local Authority has made an 'Article 4 Direction' to remove this permitted change. Tendring District Council has made an Article 4 Direction removing this permitted change in all parts of the District. Therefore any proposal involving the creation of an HMO or bedsits in the Tendring District will require planning permission.
- 5.11.4** The Council is concerned about the impact that an increasing number of HMOs and bedsits, both new-build proposals and the conversion of existing properties, will have on the health of residents, the economy of the District and the physical character of our towns and villages. An increasing number of large residential properties, hotels and guesthouses in central parts of our seaside towns are being lost to HMOs and bedsits, which will result in the permanent loss of valuable visitor accommodation, essential to the tourism economy, and poor living conditions and resultant health problems for tenants.
- 5.11.5** Furthermore, the concentration of low-cost accommodation within town centre areas can result in a high proportion of people with personal, financial or health issues moving into the area (often from outside of the District) and being concentrated together in one area, placing undue pressure on the public services within those areas (such as doctors' surgeries); detracting from the public perception of the area (which is all important for the purposes of attracting visitors, tourists and investors to spend money in the local economy); and, in turn, making the owners of houses, hotels and guesthouses within the area consider converting their premises into HMOs and bedsits, for rental income, rather than retaining them in their existing use.
- 5.11.6** This trend is not sustainable for the long-term health and prosperity of the District and the economy of our town centres and tourist areas. Therefore Policy LP11 below is designed to ensure that any proposal for HMOs or bedsits do not result in an unhealthy concentration of such accommodation in any one particular area and to ensure that any HMOs or bedsits that are permitted will meet minimum standards of room size, facilities, design and layout to ensure that occupiers can enjoy decent living standards and to minimise any detrimental impacts on the physical appearance of the area. The space standards set out in the policy are based on the minimum space standards prescribed in section 326 of the Housing Act 1985.

Policy LP 11

HMO AND BEDSITS

All proposals involving the creation of Houses in Multiple Occupation (HMOs) or bedsits (including new-build, subdivisions and conversions) will require planning permission and will only be permitted within defined town centres where all of the following criteria are met:

- a. within a 100 metre radius of the property or site in question (drawn as a circle from the centre of the property or site), the total number of existing and proposed HMO tenancy units and bedsits, as a proportion of all residential accommodation (tenancy units plus bedsits and dwelling houses that are not HMOs), would not exceed 10%;*
- b. the proposed tenancy units have a minimum internal floor area of 12 square metres and bedsits have a minimum internal floor area of 16 square metres;*
- c. each individual tenancy unit or bedsit has direct physical access to communal facilities without the need to rely on access via another tenancy unit or bedsit;*
- d. no more than six tenancy units or bedsits will be served by a single indoor communal facility such as a living room, dining room or kitchen;*
- e. a minimum of 1 off-street car parking space per tenancy unit or bedsit is provided and each parking space must be capable of being used independently of one another;*
- f. all residents of the HMO or block of bedsits have access to adequate space for the storage of waste and recycling bins which will be provided within the curtilage of the block;*
- g. all external alterations to existing buildings are in keeping with the character of the building and the wider area; and*
- h. an area of communal open space is provided that has sufficient space and facilities for drying clothes.*

This Policy contributes towards achieving Objective 1 of this Local Plan.

6 Prosperous Places

- 6.0.1** The Local Plan's strategic objective for Employment/Commercial is "To provide for the development of employment land on a variety of sites to support a diversity of employment opportunities and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth up to the period of 2033."
- 6.0.2** Promoting balanced economic growth is one of the key elements of delivering sustainable development. This Local Plan aims to make Tendring District more self-reliant by achieving a sustainable balance between jobs, retail development, tourism, leisure, hotel and guesthouse development and associated facilities and to improve education and skills for our District's residents. Balancing growth will ensure that our natural and built environment, especially our countryside, are preserved and protected against unsustainable growth.
- 6.0.3** The National Planning Policy Framework requires local planning authorities to adopt a positive approach toward development proposals that will contribute toward building a strong, responsive and competitive economy in their area and to ensure that sufficient land of the right type is available in the right places and at the right time to support growth and innovation. From undertaking extensive consultation with residents and businesses within the Tendring District, it is clear that delivering a strong economy that provides more jobs for local people is a high priority in our area but that the pursuit of economic growth must also sit comfortably alongside other objectives, such as protecting and enhancing the environment and planning positively to meet the social needs of our local communities.
- 6.0.4** The Economic Development Strategy was adopted by the Council in November 2013 and it sets out the following five key objectives:
- **Objective 1: Support Tendring's growth locations**
Prioritising economic development projects in Harwich, Clacton and the west of the District (toward Colchester) as these are the areas with the greatest potential for economic growth and where the case for government assistance and funding will be the strongest.
 - **Objective 2: Target growth sectors**
Promote sectors of the economy with the greatest potential for significant growth and job creation which, for Tendring District, are Offshore Renewable Energy and Care and Assisted Living.
 - **Objective 3: Ensure residents have skills and information to participate**
Working with businesses and educational establishments to provide the training and work experience our residents need to address skills shortages and therefore achieve a diverse and highly skilled local workforce to fulfil the demands of new businesses looking to locate in our area.

- **Objective 4: Support modernisation, diversification and growth within the business base**
Building a stronger relationship between the Council and the District's existing business base, including the delivery of improved broadband infrastructure and supporting businesses to expand and diversify.
- **Objective 5: Facilitate population growth where this supports economic objectives**
Building more homes in the right locations, which will increase the population and boost the demand for goods and services and unlock new employment opportunities.

6.1 Delivering Retail

- 6.1.1** The Local Plan's strategic objective for Retail Development is "To promote the vitality and viability of the town centres, exploiting the benefit of enhanced growth of the town whilst retaining the best and valued aspects of its existing character."
- 6.1.2** The National Planning Policy Framework (NPPF) paragraph 19 indicates that planning should operate to encourage and not to act as an impediment to sustainable growth, and that significant weight should be placed on the need to support economic growth through the planning system.
- 6.1.3** The NPPF requires local planning authorities to recognise town centres as the heart of their communities and pursue policies to support their viability and vitality. In addition, local planning authorities are expected to objectively identify sites for retail land. Ensuring town centres are recognised and protected and sufficient land can be brought forward to meet the retail needs of the District is a crucial element of this Local Plan.
- 6.1.4** References in the Local Plan to "town centres" or "centres" apply to town centres, District centres and local centres but exclude small parades of shops of purely neighbourhood significance.
- 6.1.5** Town centres act as key locations for a diverse range of uses such as retail, leisure, commercial, office, tourism, cultural activities, community facilities and also provide an important, sustainable location for housing.
- 6.1.6** Retail is split into comparison and convenience shopping. Convenience shops provide for the everyday essential items including milk and newspapers, food and drinks and confectionery. These shops are usually close to people's homes so people can make many visits during the week. Comparison shops provide items not on frequent basis such as clothing, footwear or household items.
- 6.1.7** The Town Centre First policy requires applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. The NPPF sets out that when

assessing large applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date local plan, local authorities should require an impact assessment.

- 6.1.8** Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on the town centre, it should be refused. Local planning authorities are required to ensure that sequential test and impact test have been properly applied, and that the "town centre first" approach has been followed. This does not mean that out-of-centre development is necessarily inappropriate.
- 6.1.9** Tendring District Council commissioned WYG Planning and Environment (WYG) to undertake a Retail study in 2016, to serve as local evidence to support the Local Plan Policies.

6.1.1 Additional Retail Floorspace Provision

- 6.1.1.1** The National Planning Policy Framework (NPPF), paragraph 23, requires that local planning authorities (LPA's) should allocate a range of suitable sites to meet the scale and type of town centre uses needed in town centres and that it is important that the need for retail, leisure, office and other main town centre uses are met in full and are not compromised by limited site availability. In addition, it is also expected that LPA's undertake an assessment of need to expand town centres to ensure a sufficient supply of suitable sites.

6.1.2 Convenience Shopping

- 6.1.2.1** The WYG Retail Study (2017) estimates that within Tendring District, the available convenience goods expenditure at 2015 was £276m, which is forecast to increase by £306.6m by 2032. The study assessed the retail capacity of the area and concluded that, with Brook Park West gaining consent, there is no demonstrable requirement to proactively plan for new convenience floorspace in the District (beyond that already consented) up to 2032. However, this position should be regularly monitored. In terms of capacity the report advises that no additional convenience need exist for Clacton, Frinton-on-Sea, Brightlingsea and Walton-on-the-Naze. For Harwich and Dovercourt 750-1,420 sq.m exists for a small convenience store. For Manningtree capacity exists for 40-70 sq.m of convenience space, suitable for a small convenience store.

6.1.3 Comparison Shopping

- 6.1.3.1** The WYG Retail Study Update (2017) sets out the need for additional comparison retail floorspace for Tendring District. The quantitative potential capacity for new comparison goods floorspace in the District is between 4110 sq.m net and 6850 sq.m net by 2032.
- 6.1.3.2** In accordance with the 'town centre first' principles in the NPPF, Tendring District's defined town centres (Clacton, Frinton, Harwich and Dovercourt, Brightlingsea, Manningtree and Walton) should be the preferred locations (subject to any sequential

sites being available and suitable) for any further comparison goods floorspace. This will ensure the enhancement of the town centres and promotes their vitality and viability.

- 6.1.3.3** The WYG retail study highlights that Clacton town centre is a generally healthy centre, which performs a vital role for the residents of the District and wider sub-region. Retailer representation in the town centre is strong, with 14 out of 30 major multiple national retailers being represented in the centre. Council initiatives, alongside private investment in recent years, have seen considerable improvements to the built environment, which is beneficial to the town centre's visitor experience.
- 6.1.3.4** A town-by-town analysis indicates that there is not a quantitative need for additional comparison floorspace in Clacton (assuming Brook Park West is delivered) or Walton-on-the-Naze (if Aldi is delivered). For Harwich and Dovercourt capacity exists for between 1,770 sq.m and 2,950 sq.m. For Manningtree and Brightlingsea there is limited capacity for growth. For Frinton-on-Sea there is capacity for between 850 sq.m and 1,410 sq.m net comparison goods floorspace.

Policy PP 1

NEW RETAIL DEVELOPMENT

Retail development will be encouraged and permitted in the retail policy area of the town centres as defined on the Policies Map. This will be the main focus for new additional retail floorspace for the town centres, maintaining the District's current hierarchy and market share between centres.

The Council's Retail Study Update (2017) indicates that there is no quantitative need for additional convenience floorspace in Clacton, Frinton-on-Sea, Brightlingsea or Walton-on-the-Naze. With limited capacity for Manningtree (40 sq.m - 70 sq.m) and Harwich and Dovercourt (750sq.m – 1,420 sq.m).

For comparison retail, the update indicates that there is no quantative need for additional retail capacity for Clacton or Walton-on-the-Naze. For Harwich and Dovercourt the update indicates capacity of between 1,770 sq.m and 2,950 sq.m and for Frinton-on-Sea capacity of between 850 sq.m and 1,410 sq.m. For Manningtree and Brightlingsea the update indicates there is limited capacity for growth.

Retail development will be encouraged on a scale appropriate to the needs of the area served by these centres. Development will be subject to local planning, traffic and environmental considerations and the needs of people who live in or near the areas affected.

This Policy contributes towards achieving Objectives 3, 6 and 9 of this Local Plan.

6.2 Retail Hierarchy

- 6.2.1** With the introduction of the National Planning Policy Framework (NPPF), there is now a need to take fresh look at how the delivery of retail is managed in the District.
- 6.2.2** Paragraph 23 of the NPPF requires the local planning authorities (LPA's) to define a network and hierarchy of centres that is resilient to anticipated future economic changes. It states that, the LPA's should recognise town centres as the heart of their communities and to pursue policies to help support their viability and vitality.
- 6.2.3** The NPPF continues the government's commitment to place a high level of importance on the 'town centre first' approach to the delivery of retail, leisure, office, tourism and business development (collectively known as 'town centre uses').
- 6.2.4** The NPPF (Annex 2) defines the town centre as follows:
- 6.2.5** *'Area defined on the local authority's policy map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, District centres and local centres but exclude small parades of shops of purely neighbourhood significance'.*
- 6.2.6** *The District centres will usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.*
- 6.2.7** *Local centres include a range of small shops of a local nature, serving a small catchment. This might include, amongst other shops, a small supermarket, newsagent, a sub-post office and pharmacy. Other facilities could include a hot-food takeaway and launderette. In rural areas large villages may perform the role of a local centre.*
- 6.2.8** *Small parades of shops of purely neighbourhood significance are not regarded as centres for the purposes of this policy statement.*
- 6.2.9** In order to plan positively to promote the vitality and viability of the town centres, the Council has identified a local retail hierarchy for the District that sets out the role and function of centres. The presumption would be that any proposals for a main town use would only be permitted if firstly every effort had been made to locate it in the defined centres as a preference (following the application of the 'sequential test').
- 6.2.10** Our town, District, village and neighbourhood centres provide a significant proportion of the District's local employment and business activity and offer a range of services, facilities and activities that meet the needs of both local residents and people that visit the area. These centres lie at the heart of our communities and are often the historic core of our towns, villages and neighbourhoods and the home to many attractive and historic spaces, buildings and other features.

- 6.2.11** The nature of retail is changing, with the emergence of on-line shopping along with the popularity and convenience of large superstores. The Council wishes to promote the vitality and viability of these centres and accepts that with changes in shopping habits, they will need to move with the times to remain a focus for economic activity and community life.
- 6.2.12** Therefore, our centres will need to change too by becoming more diverse in their offer, embracing more leisure-based activities such as: eating and drinking; promoting the evening economy; utilising the internet as a promotional tool rather than seeing it as a threat to business; providing safe and attractive environments that people are more inclined to visit through choice, rather than convenience; and being easily accessible by a range of transport types.
- 6.2.13** The Council and local businesses both have an important role to play in bringing about this change.
- 6.2.14** The Draft Policy PRO5, Local Plan Pre-Submission document (2012) identified Clacton as a 'major town centre' and Frinton, Harwich, Dovercourt, Brightlingsea, Manningtree and Walton as 'designated town centres'. Underneath these are 'District centres', 'village centres', and existing and 'proposed neighbourhood centres'.
- 6.2.15** The WYG Retail Study (2016) recommends that Clacton should continue to be classified as a major town centre and the following retail areas are classified as a town centres: Dovercourt, Walton-on-the-Naze, Frinton-on-Sea, Brightlingsea and Manningtree. This study classified Harwich as a District centre due to its level of retail provision and role it plays within the network of centres. The health check shows that Harwich has a total of 3,810 sq.m retail and leisure floorspace and has disjointed centre with a high level of non-town centre uses at ground-floor level.
- 6.2.16** As well as the defined centres listed in Policy PP2, the District also contains a number of large modern retail parks or stand-alone supermarkets/retail outlets that are located in out-of-town centre (or edge-of-town centre) locations that often fulfil a need for bulky-goods retail that cannot be accommodated in town centres. The national planning policy is to avoid developments of this nature in the future unless it can be demonstrated that they will bring positive economic growth and not impact negatively on the vitality or viability of nearby centres. However, these existing retail parks will be shown as 'employment land' on the Policies Map and protected against redevelopment for non-employment uses (particularly housing) in recognition of the local employment they provide.

Policy PP 2

RETAIL HIERARCHY

The following centres, as defined on the Policies Map, provide the key locations that can be resilient to future economic changes and which should be considered as part of a sequential test for proposed main town centres.

Retail development should take place at a scale appropriate to the size and function of the centre within which it is to be located. To guide this approach, the following retail hierarchy is defined:

Major Town Centre

- Clacton

Town Centres

- Dovercourt
- Walton-on-the-Naze
- Frinton-on-Sea
- Brightlingsea
- Manningtree

District Centres

- Harwich
- Old Road, Clacton
- The Triangle, Frinton-on-Sea
- Great Clacton
- Frinton Road, Holland-on-Sea

These centres will be the focus for 'town centre uses' which include retail, leisure, commercial, office, tourism and cultural, community and residential development. The Council will promote a mix of appropriate town centre uses within these defined centres with 'active street frontages' at ground floor level. Proposals must be properly related in their scale and nature having regard to the above hierarchy.

This Policy contributes towards achieving Objectives 3, 6 and 9 of this Local Plan.

- 6.2.17** There are other small parades of shops across the town and rural areas that are purely of neighbourhood significance but do not meet the definition of a centre. However, they contribute to the function of the local communities. The NPPF requires local planning authorities to plan positively for the provision of community facilities

such as local shops and guard against the unnecessary loss of valued facilities and services. It is therefore appropriate to include an additional policy to protect and enhance these local facilities.

Policy PP 3

VILLAGE AND NEIGHBOURHOOD CENTRES

Small-scale retail development to serve the day-to-day needs of village and local neighbourhoods will be normally permitted. Where express planning permission is required, proposals for change of use from retail within a neighbourhood shopping parade or a village with limited shopping provision will not be permitted unless retail use is either:

- *no longer viable;*
- *no longer needed by the community it serves; or*
- *is to be relocated, to provide an equivalent or improved facility.*

The Council will work with its partners, including local businesses, to protect and enhance the following village and local neighbourhood centres and any proposed village and neighbourhood centres as defined on the Policies Map.

Village Centres

- *Alresford Village Centre*
- *Elmstead Market Village Centre*
- *Great Bentley Village Centre*
- *Little Clacton Village Centre*
- *St. Osyth Village Centre*
- *Thorpe-le-Soken Village Centre*

Existing and Proposed Neighbourhood Centres

- *Bluehouse Avenue, Clacton*
- *Bockings Elm, Clacton*
- *Broadway, Jaywick*
- *Burrs Road, Clacton*
- *Cambridge Road, Clacton*
- *Coopers Lane, Clacton*
- *Coppins Road, Clacton*
- *Gravel Hill Way, Harwich*
- *Junction of Tamarisk Way/Broadway, Jaywick*
- *Thorpe Road, Kirby Cross*
- *Tudor Parade, Marlowe Road, Jaywick*
- *Woodlands Close, Clacton*
- *Upper Dovercourt*
- *Frinton Road, Holland-on-Sea*
- *Waterside, Brightlingsea*
- *Neighbourhood centre at St. John's Road, Clacton*
- *New neighbourhood centre proposed for Weeley Garden Village*
- *New neighbourhood centre proposed for Oakwood Garden Suburb*
- *New neighbourhood centre proposed for Rouses Farm Garden Suburb*

This Policy contributes towards achieving Objectives 3 and 6 of this Local Plan.

6.3 Local Impact Threshold

6.3.1 In accordance with national planning policy, it is appropriate to identify locally set thresholds for the scale of edge-of-centre and out of centre retail, office and leisure development which should be subject to the assessment of the impact criteria set out by paragraph 26 of the NPPF.

6.3.2 For the purposes of this policy, an 'edge of centre' location means:

- for retail development, a site within 300 metres of a 'primary shopping area' with good pedestrian connections to that primary shopping area;
- for office development, a site within 500 metres of a railway station;
- for other town centre uses, a site within 300 metres of a defined town, district, village or neighbourhood centre.

6.3.3 An 'out of centre' location means a site that is not within a defined town, district, village or neighbourhood centre and not an edge of centre location, but that does fall within the Settlement Development Boundary of the settlement in question.

6.3.4 Paragraph 26 of the NPPF states that:

6.3.5 *'When assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 sq.m)'. This should include assessment of:*

- the impact of the proposal of existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.

6.3.6 Where an application is likely to have significant adverse impact it should be refused.

6.3.7 The WYG Retail Study (2016) assessed the need for a local impact threshold and recommended that 'a blanket approach' would not be appropriate across all centres. The study advised that policy should advocate a tiered approach with different thresholds based upon the location, role and function of the centre. For example a small convenience store would clearly have more impact on a local centre than the town centre. The study recommends that the thresholds should not only apply to new floorspace, but also to changes of use and variations of conditions to remove or amend restrictions on how units operate in practice.

Policy PP 4

LOCAL IMPACT THRESHOLD

Applications for retail, leisure and office development outside of a centre as defined on the Policies Map, which are not in accordance with the Local Plan, will require an impact assessment if the development is over the following floorspace thresholds in the defined Town Centre:

- a. Clacton - 929 sq.m gross floorspace
- b. Frinton-on-Sea - 929 sq.m gross floorspace
- c. Dovercourt - 250 sq.m gross floorspace
- d. Walton-on-the-Naze - 250 sq.m gross floorspace
- e. Brightlingsea - 250 sq.m gross floorspace
- f. Manningtree - 250 sq.m gross floorspace
- g. Harwich - 250 sq.m gross floorspace

This Policy contributes towards achieving Objectives 3 and 6 of this Local Plan.

6.4 Town Centre Uses

- 6.4.1** Paragraph 23, of the National Planning Policy Framework (NPPF) requires that planning policy should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. Therefore, it is vital that the future needs of the District's town centres are addressed through the Local Plan.
- 6.4.2** With regard to the location for new retail, leisure and other town centre development (as defined in the NPPF), the Council will adopt the 'sequential approach' as set out in the NPPF. This states that for retail development the first preference should be for town, district or local centre sites, where suitable sites are available, followed by edge-of-centre sites, and only then out-of-centre sites. With regard to edge-of-centre and out-of-centre, locations that are accessible by a choice of means of transport and well connected to the town should be a preference.
- 6.4.3** The NPPF states that local authorities should define areas within their town centres as primary shopping areas. These areas comprise the parts of the town centre where retail development is concentrated. It is the primary shopping areas of the town centres which are the preferred location for new retail development. According to the NPPF, the primary shopping area should contain the primary shopping frontages and secondary shopping frontages which are adjacent, and closely related to, the primary shopping frontages.

- 6.4.4** Paragraph 23 of the NPPF states that the planning authorities should define the extent of the town centres and primary shopping areas, based on clear definition of primary and secondary frontages, and set policies that make clear which uses will be permitted in such locations.

6.4.1 Primary Shopping Area:

- 6.4.1.1** Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontages).

6.4.2 Primary Shopping Frontage:

- 6.4.2.1** Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. To promote a busy and attractive town centre new retail opportunities will be concentrated within the Primary frontage, providing a focus for activity and preventing key uses from being dispersed throughout the centre.

6.4.3 Secondary Shopping Frontage:

- 6.4.3.1** Secondary frontages provide greater opportunities for a diverse use such as restaurants and cafés, cinemas and offices. This supports independent and convenience retailers and non-retail uses. These uses form an important complementary function and by allowing a higher proportion of non-retail uses and promotes diverse uses.
- 6.4.3.2** The WYG Retail Study (2016) reviewed the uses in the town centres and recommended the shopping frontages. The Primary Shopping Area (PSA) and the town centre boundary are identified on the Policies Map.
- 6.4.3.3** Identification of the PSA and town centre boundary is necessary as these form the basis for the application of the sequential test for applications for town centre uses. The NPPF defines the edge of centre for retail purposes as a location that is well connected and up to 300m from the PSA. For all other main town centre uses (leisure, entertainment, arts, culture and tourism) this is a location within 300m of the defined town, district, village or neighbourhood centre boundary and for office development, a site within 500 metres of a railway station.
- 6.4.3.4** In exceptional cases where the Council agrees that retail, leisure or office development outside of a defined centre could be justified, applications may need to be accompanied by an 'impact statement' which, in accordance with the National Planning Policy Framework, must include an assessment of:
- the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and

- the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the defined centres and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised within five years, the impact should also be assessed up to ten years from the time the application is made.

Policy PP 5

TOWN CENTRE USES

The Town Centre Boundary and the Primary and Secondary Shopping Frontages are defined on the Policy Map.

Within the Primary Shopping Area, proposals for development will be permitted where they:

- are for main town centre uses, as defined in the NPPF; or*
- will promote the vitality and viability of the centre, including proposals for residential development; or*
- will involve the conversion or re-use of upper floors; and/or*
- deliver high quality active ground floor frontages; and*
- within the Primary Shopping Frontages A1 uses (shops) comprise at least 70% of the shopping frontages; and*
- within the Secondary Shopping Frontages main town centre uses remain dominant; and*
- any change of use will be considered against the aims of this Policy.*

This Policy contributes towards achieving Objectives 3 and 6 of this Local Plan.

6.5 Delivering Economic Prosperity

6.5.1 Tendring District has a diverse economy with local employment across a range of activities including our ports; on our industrial estates; in our town centres and retail parks; in our schools; hospitals, surgeries and care homes; in our hotels, guesthouses and holiday parks; on our farms and even in our homes, with many of our residents being self-employed or working in small businesses.

6.5.2 The District is well connected to a network of major roads via the A120, A133 and A137, which provide routes to Chelmsford, London, the M25, Stansted Airport and the Port of Felixstowe. Transportation provision in the District includes 14 railway stations with connections to Colchester, Chelmsford, Ipswich, Norwich, Stratford and London.

- 6.5.3** Tendring District's economy is closely linked to the maritime industry, although it has a diverse economy with local employment across a range of activities. However, like many coastal areas, residents in some parts of the District choose or have to commute out of the area for work, especially to neighbouring Colchester. So creating new and better-paid jobs for existing and future generations of residents is, and will continue to be, one of the Council's top priorities.
- 6.5.4** A key requirement of this Local Plan is to provide for appropriate sustainable employment opportunities for residents in Tendring and to support the growth of local businesses and attract investment in the District.
- 6.5.5** Policy SP3 of the Section 1 Local Plan sets out the strategic framework for delivering new employment across the District. It sets out strategic principles to underpin economic growth across North Essex as follows:
- a. Sufficient land will be identified to support the achievement of the minimum jobs numbers, recognising the importance of key sectors to be identified by each local authority;*
 - b. Priority will be given to the use of previously-developed land in appropriate locations as well as, where it meets sustainable principles, the expansion of existing employment locations;*
 - c. Existing and allocated employment sites will be safeguarded for employment use unless it can be demonstrated that there is no reasonable prospects of the site being used for that purpose;*
 - d. Town and City centres are the appropriate locations for new office development; and*
 - e. Employment development will be a key component of the new garden communities identified in Policy SP4. The scale and mix of employment uses will be determined through development frameworks and masterplans for each new community.*
- 6.5.6** The primary objective of this Local Plan is to support and diversify the economy while maintaining a broad balance between homes and jobs in order to achieve self-reliance. The Section 1 Local Plan provides a strategic policy framework for achieving this. It seeks to ensure that sufficient high quality sites are identified to support the delivery of job targets; gives priority to the enhancement of existing employment sites and regeneration of previously developed land; safeguarding existing and committed sites; supports initiatives which promote skills and training and safeguards and enhances tourism and cultural assets of the District.
- 6.5.7** ECC has undertaken a 'Grow on Space Feasibility Study' to explore the need for employment 'Grow-On Space' within the county. Such flexible employment space, between 100 – 300 sqm in scale, is required to enable flexible premises for businesses to move on from incubation/enterprise centres/start-up spaces, and free up these units for other start-ups. The Essex Economic Commission also identified an inadequate supply of flexible tenures (eg. Grow-on Space), which is holding back

successful businesses that want to expand and grow. Tendring District Council will consider which interventions are the most appropriate and viable to ensure the provision of flexible local employment space (by tenure) in the plan area.

- 6.5.8** The Aspinall Verdi Employment Land Review (2016) highlights that there is the need to promote Tendring District as a vibrant place to live, work and visit, and to promote the area to support sustainable economic growth. Key opportunity sectors in the District include Offshore Wind and Care and Assisted Living. Other sectors, including agri-tech, composite, engineering, manufacturing, hospitality and retail all have the potential to contribute to growth in jobs across the District.
- 6.5.9** The Aspinall Verdi Employment Land Review (2016) sets out a total employment land requirement of 20ha to be delivered across Tendring District. Employment development is best located in combination with existing or proposed housing growth to promote a sustainable pattern of development and access by sustainable transport modes. Existing employment sites will be safeguarded and additional employment land will be required in a number of sustainable urban and rural locations.
- 6.5.10** The Aspinall Verdi Employment Study suggests that the Tendring Colchester Borders Garden Community scores well given its communication linkages and proximity to Colchester. The study states that due to the closeness of West Tendring to Essex University, this area could provide a competitive advantage and deliver medium to long-term employment opportunities for Tendring District.
- 6.5.11** Weeley also scores well given that it forms part of a relatively large settlement with good communication linkages and the presence of uses such as the hotel and service area. Similarly, the Oakwood allocation in Clacton benefits from the already functioning and popular Gorse Lane Industrial Estate, which itself has extant planning permission to expand. The Hartley Gardens site scores highly due to its location directly off the A133 and its ability to provide further employment land to the edge of Clacton.
- 6.5.12** The Council will ensure that the right amount and type of employment land is available in locations that balance the demands of the market with the capacity of infrastructure and the need to protect, and where possible enhance the environment. This includes policies within this Local Plan on:
- Safeguarding existing and committed employment sites, including Royal Mail sorting and delivery offices, which are of the right quality and suitably located in relation to infrastructure. This will include safeguarding employment land allocations for a range of uses in support of balanced economy;
 - Providing for additional sites in sustainable locations to meet the business needs of the growing District;
 - Supporting the enhancement of skills in the local workforce through improved opportunities for education and training to provide a more dynamic and flexible labour market;

- Promoting the provision of infrastructure and services needed to provide a competitive business environment, including support and electronic communications infrastructure notably enhanced broadband provision; and
- Promoting the diversification of the rural economy, in particular by supporting the retention and development of local services and community facilities in villages; supporting farm diversification including the conversion of existing farm buildings and infrastructure for employment and other commercial developments such as tourism.

6.5.1 Protecting Existing Employment Sites

6.5.1.1 In order to maintain an adequate level of employment land to meet the needs of the local economy, the Council wants to protect defined employment areas from uses which would be better located in other areas of the District. The Council does not wish to inhibit the ability of existing firms to expand. It will be supportive of the redevelopment of sites which would lead to an improvement in the quality of employment floorspace suited to modern day needs.

6.5.1.2 Policy SP3 of the North Essex Strategic Plan (Section 1 of this Plan), recognises the valuable role of locally important existing employment areas and establishes the need to protect them from loss to alternative uses. The identification of locally important Existing Employment Sites has arisen through joint work with the Council's Economic Development and Regeneration team.

Policy PP 6

EMPLOYMENT SITES

The Council will seek to protect existing employment sites, as set out in the Council's current Employment Land Review. These will be safeguarded for B1 (Business), B2 (General Industry) and B8 (Storage or Distribution) purposes and uses that are classified as sui generis if they are akin to employment type uses and also where appropriate A1 (Retail), as identified in paragraph 6.35.

Proposals for non-employment uses on these sites will only be considered acceptable if they clearly demonstrate that the alternative use(s):

- will not have an adverse impact on the primary employment use(s) in the locality;*
- will not reduce the overall supply and quality of employment land and premises within the locality;*
- will deliver economic regeneration benefits to the site and/or area;*
- will resolve existing conflicts between land uses; and*

- e. *involve a vacant building for which there is clear and robust evidence of prolonged marketing, with registered commercial agents at a reasonable price, to demonstrate that there is no realistic prospect for continued employment use.*

Proposals for retail and town centre uses on these sites will also be subject to the requirements of Policies PP1 - PP5 (inclusive) of this Local Plan.

The Council will permit sustainable development proposals for farm and other land based diversification schemes that benefit the rural area. Proposals for re-use or redevelopment of rural buildings for employment purposes will be considered against the following criteria unless the economic benefits outweigh these criteria:

- a. *the building is structurally sound and capable of accommodating the proposed use without the need for significant extension or alteration or reconstruction;*
- b. *the proposed use (including any proposed alteration or extensions to the building), its associated operational area, the provision of any services, and /or any amenity space or outbuildings, would not harm its appearance as a rural building or adversely affect the rural setting of the building in the locality;*
- c. *the proposed use would not create significant levels of traffic, particularly lorries, on rural roads (proposals for employment uses will be required to provide a sustainability assessment which may include a Travel Plan designed to maximise the opportunities to reduce the need to travel by private car);*
- d. *proposals which would create a significant number of jobs should be readily accessible by public transport;*
- e. *it will not lead to unacceptable levels or types of traffic or problems of road safety or amenity and will not require highway improvements which will harm the character of rural roads in the area; and*
- f. *early years and childcare provision.*

This Policy contributes towards achieving Objectives 2, 4 and 6 of this Local Plan.

6.5.2 New Employment Sites Allocations

- 6.5.2.1** Only a certain proportion of jobs are located in employment areas and fall within the B use classes: B1 business; B2 general industrial; B8 distribution and warehousing; and uses that are classified as sui generis if they are akin to employment type uses which accord with the caveats set out in Policy PP6. The rest of the jobs in the local

economy consist of 'services' such as: retail, health, education and leisure, amongst others. Therefore, when making provision for jobs in Policy PP7 only jobs falling into the B use classes (and appropriate sui generis uses) will be acceptable unless the site allocation policies for Policy PP7, in Chapter 9 - Delivering Places state otherwise.

Policy PP 7

EMPLOYMENT ALLOCATIONS

New Employment allocations are needed to provide job opportunities for residents in Tendring District and to support the growth aspirations for the towns. To achieve this objective, at least 20 hectares of new employment land is provided for through the allocation of sites listed below, and defined on the Policies Map, to provide for B1 (Business and Office Use), B2 (General Industry) and B8 (Storage and Distribution) uses. The range of uses will allow for diversification of employment opportunities within Tendring District which will increase the skills base and retain employees within the towns.

Proposals for employment development in the B use classes specified will be supported. Sites allocated for employment use will be protected against future loss to alternative uses. Additional sites suitable for small and medium sized businesses will be considered on a site by site basis within settlement boundaries, as defined by the Policy 'The Rural Economy and in close proximity to public transport nodes'.

Employment Allocations

Table 6.1

| Name of Site | Local Plan Allocation (ha) | Potential further aspirational growth/growth beyond 2033 |
|--|----------------------------|--|
| Carless | 4.5 ha | 0 ha |
| Stanton Europark | 2-4ha | 0ha |
| Tendring Colchester Borders Garden Community | 6 ha | 4 - 24 ha |
| Mercedes Site | 3 ha | 4.4 ha |
| Weeley | 1 ha | 0 ha |
| Land South of Long Road, Mistley | 2 ha | 0 ha |
| EDME Maltings | 0.13 ha | 0 ha |

| Name of Site | Local Plan Allocation (ha) | Potential further aspirational growth/growth beyond 2033 |
|-----------------------------------|----------------------------|--|
| Lanswood Park | 1.2 ha | 0 ha |
| Total Employment Land Area | 19.83 - 21.8 ha | 8.4 - 28.4 ha |

This Policy contributes towards achieving Objectives 2, 4 and 6 of this Local Plan.

6.6 Tourism, Leisure and Hotel Development

6.6.1 The Local Plan's strategic objective for Tourism Promotion is "To work with partners to provide an enhanced environment for tourism and the maritime sector and its associated services."

6.6.1 Tourism

6.6.1.1 Tourism is worth more than £276 million to Tendring District. Many of our District's jobs are related in some way to tourism, whether that is directly in hotels, caravan and chalet parks and tourist attractions or indirectly in shops, cafés and restaurants. A significant proportion of new jobs in our District could come from tourism if the right action is taken by providing an appropriate range of tourist attractions and holiday accommodation. With that in mind, the Council's Tourism Strategy identifies the following four core objectives to develop tourism in Tendring District:

- increase the amount of money visitors spend in the District;
- extend the length of time visitors stay in the District;
- attract higher spending visitors; and
- improve the perception of the District as a tourism destination.

6.6.1.2 To achieve these objectives, the Tourism Strategy sets out five priorities for action:

Priority 1: Marketing, Public Relations and E-tourism – working with businesses to make the best use of marketing and advertising, the internet, tourist information points and possible events and exhibitions to attract visitors.

Priority 2: Thematic Product Development – building on the strengths of our District to develop a series of 'themed products' such as history and heritage, food and drink, family fun, countryside and nature, and myths and folklore.

Priority 3: Visitor Economy and Experience – developing new and exciting products that will appeal to existing and new visitor markets including marinas, heritage attractions, up-market hotel and self-catering accommodation and interactive visitor facilities, along with improved public spaces, lighting and signage.

Priority 4: Responsible Tourism – making positive use of Tendring District's unique environmental assets like its countryside, coast and wildlife areas to promote activities like walking, cycling, sailing and bird watching.

Priority 5: Business Support and Community Engagement – working in partnership with businesses and other organisations to deliver projects to support growth in the Tendring District tourism industry.

6.6.1.3 This Local Plan has an important role to play in facilitating the kinds of development that will contribute positively toward economic growth in the tourism sector. The Council's approach to the development of tourism and visitors' attraction is in line with Priorities 3 and 4 set out above. Whilst the Council is keen to promote the area as a tourist destination by making best use of its assets, it is important to ensure that such assets are not exploited and potentially harmed or lost altogether. The relevant policies in this Local Plan will help to ensure that growth in the tourism industry in Tendring District is carried out in a sustainable manner that respects the wider environment and protects it for future generations to enjoy.

6.6.1.4 Another important aspect of promoting Tendring District's tourism economy will be to ensure that the District offers a range of visitor accommodation in different locations that will appeal to different people's tastes, budgets and interests. As the nature of tourism has changed so much over the years, Tendring District cannot rely purely on the provision of traditional holiday accommodation provided at seaside holiday parks, hotels, guesthouses and bed & breakfasts. Increasingly people will visit Tendring District for short weekend breaks, to visit friends and family, to attend weddings and other family functions or even for business purposes. Policies PP8-PP11 sets out the Council's approach to the creation, improvement and the protection of potential loss of different types of visitor accommodation.

Policy PP 8

TOURISM

To attract visitors to the Tendring District and support economic growth in tourism, the Council will generally support proposals that would help to improve the tourism appeal of the District to visitors, subject to other relevant policies in the Local Plan. In particular, the Council will support appropriate proposals for:

- *new and improved attractions and leisure activities at the District's pleasure piers, amusement parks and holiday parks;*
- *a major new tourist attraction with good access to the A133 or A120;*
- *marinas, boat harbours, yacht havens and other facilities associated with boating and sailing;*
- *educational field centres or facilities associated with renewable energy, nature conservation, heritage, coastal protection, maritime activities and/or the enjoyment of the countryside and coast;*

- *conference facilities for business and educational purposes or to be used for functions such as weddings and other celebratory events;*
- *the provision of leisure and tourism facilities as part of farm diversification schemes;*
- *high quality restaurants, cafes and other appropriate commercial outlets on the seafront within the District's coastal towns; and*
- *outdoor recreational activities that would strengthen the function and protection of the undeveloped countryside.*

To maintain and deliver a range of accommodation that meets the varying needs, demands and expectations of potential visitors to the Tendring District. Proposals that involve the creation, improvement or potential loss of visitor accommodation will be assessed based on policies set out in this Local Plan.

This Policy contributes towards achieving Objective 10 of this Local Plan.

6.6.2 Hotels and Guesthouses

6.6.2.1 Hotels and guesthouses provide accommodation to visitors who come to the area for a variety of reasons including holidays, weekend trips, business, visiting friends and family or attending family events or other functions. There had been a steady decline in the number of hotels and guesthouses in the District, many of which were either converted or redeveloped for residential use or care. However, to bring about growth in the District's tourism economy, a diverse range of visitor accommodation is essential and Policy PP9 below sets out the Council's approach to protecting hotels and guesthouses from being lost to alternative uses and supporting the provision of new and improved facilities.

Policy PP 9

HOTELS AND GUESTHOUSES

The Council will support proposals for:

- *new hotels and guesthouses within defined centres (as listed in Policy PP2) and along the seafront within the District's coastal towns or on allocated mixed-use development sites where such accommodation is proposed as part of the mix of uses;*
- *visitor accommodation to be provided in the upper floors of public houses, at residential health and beauty facilities, educational field centres and function/conference venues; and*
- *proposals to improve guest facilities or increase the number of rooms at existing hotels and guesthouses.*

Within defined centres and along the seafront within the District's coastal towns, the Council will refuse proposals for the change of use or redevelopment of existing hotels and guesthouses to alternative uses, either in part or in whole. Outside of these areas, the change of use or redevelopment of existing hotels and guesthouses to alternative uses will only be permitted if the applicant can demonstrate that the current use is no longer economically viable.

This Policy contributes towards achieving Objective 10 of this Local Plan.

6.6.3 Holiday Parks, Camping and Caravanning

6.6.4 Camping and Caravanning

- 6.6.4.1** Although the Tendring District has a lot of static caravan sites, there is limited provision of sites for camping and touring caravans/motorhomes. Supporting the establishment of new camping and caravanning sites and encouraging the provision of camping and caravanning pitches at existing holiday parks will help to diversify the range of accommodation available to visitors to the area which, in turn, will support growth in the economy.

Policy PP 10

CAMPING AND TOURING CARAVAN SITES

Outside of holiday parks (considered under Policy PP10 in this Local Plan) and subject to consideration against other relevant Local Plan policies, if the necessary tests are met in regard to any known flood risk, the Council will support proposals for:

- *new camping and / or touring caravan/motorhome sites;*
- *extensions to existing camping and / or touring caravan/motorhome sites; and*
- *applications will only be permitted where they are in accordance with Biodiversity and Geodiversity Policy in this Local Plan. Proposals for new or extended sites in the vicinity of designated sites (which should be taken to mean holiday parks within 2 km of such sites) have the potential to impact on them and should therefore be subject to consultation with Natural England, on a site-by-site basis and as appropriate assessed against the tests of the Habitats Regulations.*

Proposals for the use of land as a camping and/or touring caravan/motorhome site (which may incorporate recreational vehicles) must include an electricity hook-up point for each touring caravan/motorhome and facilities for potable water, toilets, showers, washing and waste water disposal. The Council will support proposals for ancillary recreational facilities subject to consideration under other relevant policies in this Local Plan.

To ensure that any tents and/or touring caravans/motorhome are not used as permanent dwellings, camping and touring caravan/motorhome sites will be subject to holiday occupancy conditions and their use limited to certain periods of the year.

6.7 Holiday Parks

- 6.7.1** Holiday Parks play a very important role in the District's tourism economy but in promoting a diverse range of visitor accommodation, the Council recognises that trends are changing along with the aspirations and demands of caravan and chalet owners.
- 6.7.2** The Council has reviewed the District's stock of holiday parks and has identified a number of 'safeguarded sites' on the Policies Map that play a significant role in supporting the local tourism economy and that will therefore be protected from redevelopment for alternative uses. Not all of the District's parks are shown as safeguarded sites because the Council recognises that changing economic conditions and tourism trends could have a negative effect on some of the smaller sites being able to remain viable and, in some cases (such as the Martello Site in Walton-on-the-Naze), redevelopment for an alternative use might be more beneficial to the local economy.
- 6.7.3** One trend that is having a significant impact on some of the District's caravan parks is that modern static caravans are becoming increasingly large, luxurious and technologically advanced. The modern caravan owner also demands better standards of layout and spaciousness. Many of the District's safeguarded and other existing sites either have pitches that are too small to accommodate these modern caravans or layouts that are too dense to take the larger vans and achieve reasonable areas of space between them. For this reason, the Council will support proposals for both safeguarded and any other existing sites to extend onto adjoining undeveloped land outside of defined Settlement Development Boundaries as long as it ensures that the overall layout, amenity, appearance and quality of accommodation will be improved for the entire site (both the existing site and the area proposed for expansion) as part of a comprehensive programme. The Council will have regard to other policies in the Local Plan to ensure the impacts of development are minimised and/or mitigated and may use planning conditions or legal agreements to ensure that the extension of a site is carried out alongside comprehensive improvements to the overall site layout.
- 6.7.4** As Tendring District is already home to a high number of static caravan parks and the Council is anxious to promote a diverse range of visitor accommodation, the Council will not support any proposals to establish new static caravan parks in the District. The Council will however support proposals for new high quality holiday villages comprising well designed timber chalets set on plinths and with pitched roofs, located preferably in a predominantly wooded and undulating landscape setting with

water features with high quality leisure facilities and activities. ‘Centerparcs’ at Elveden Forest in Suffolk provides a good indication of the type of facility and the level of quality that the Council wants to establish in Tendring District.

- 6.7.5** The loss of holiday accommodation to permanent residential use displaces accommodation intended for tourism use, which has a knock-on effect on the District’s economy. The Council will therefore use planning conditions/legal agreements to ensure that this does not occur and in order for a site to comply with its licence, the site owner/operator will be expected to share the responsibility of managing and enforcing this requirement. Additionally, because holiday accommodation is often unsuitable for permanent occupation and located in areas that often lack the necessary and appropriate infrastructure and services for longer occupation, the Council will restrict the holiday occupancy period and; where sites are located in an area vulnerable to flooding, the period of restricted occupancy will be expected to take place during the winter months when there is a greater likelihood of higher tides and severe weather. Change of use to permanent residential and extended periods of holiday occupation can also impact on protected wildlife sites, which are often located close to existing holiday parks.

Policy PP 11

HOLIDAY PARKS

Some of the district’s holiday parks are shown as ‘safeguarded sites’ on the Policies Map. These sites will be protected against redevelopment for alternative uses either in part or in whole.

On ‘other sites’ that are operating as holiday parks but are not specifically shown as safeguarded sites or allocated for an alternative use, proposals for redevelopment will only be considered favourably if the applicant can demonstrate that the current use is no longer economically viable or that the economic benefits of the proposed development would outweigh the loss of the existing operation, having regard to other policies in this Local Plan.

Subject to consideration against other relevant Local Plan policies, if necessary tests are met in regard to any known flood risk, the Council will support proposals for:

- *the extension of safeguarded sites or other existing sites onto adjoining land provided that the development would result in improvements to the overall layout, amenity, appearance and quality of accommodation over the whole site;*
- *improvements to the range and quality of attractions and facilities at safeguarded sites and other sites; and*
- *proposals for new holiday parks that comprise well designed timber chalets set on plinths with pitched roofs, ideally located within a wooded or undulating landscape*

setting that incorporates water features and indoor and outdoor leisure facilities that would be appropriate in a countryside location.

Proposals for new static caravan/chalet parks will only be permitted where it can be demonstrated by the applicant how the proposal would help strengthen and diversify the district's tourist economy or that they are being specifically created for the relocation of an existing site away from flood risk areas.

The change of use of caravans and chalets from holiday accommodation to permanent residential dwellings will not be permitted as this could lead to a loss of valuable tourist accommodation, poor living conditions, unmanageable impact on the provision of local services and facilities and/or, in some areas, increase the risk of flooding to people or property or disturbance to internationally important wildlife sites at certain times of the year.

To avoid such consequences by ensuring that new caravan and chalet developments are not used for permanent residential dwellings, the Council will impose holiday occupancy conditions and limit use to certain periods of the year.

This Policy contributes towards achieving Objective 10 of this Local Plan.

6.8 Improving Education and Skills

6.8.1 The Local Plan's strategic objectives for Education are "To improve and provide good quality educational opportunities and prospects for Tendring's residents as part of sustainable community strategy. This includes practical vocational training and apprenticeship".

6.8.2 The skills base of the District's residents is another factor that is critical to economic growth and future prosperity. The number of young people who reach adulthood with few, or no, qualifications or skills is a real concern for the Council because it can lead to unemployment and other social problems which could have the effect of discouraging business investment. The Council will therefore continue to work in partnership with local schools, colleges and Essex County Council as the Local Education Authority to ensure that the educational needs of Tendring's growing population are met and that all Tendring's youngsters have the opportunity to realise their full potential.

6.8.3 Apart from ensuring that the planned growth in housing development is supported by investment in either building new or creating capacity in our primary and secondary schools through the planning system, the Council is very conscious that the environment in which young people are brought up will have a major bearing on their aspirations for the future and their willingness to work hard and achieve a good education. The proposals in this plan to deliver high-quality aspirational housing,

embrace the digital revolution, improve transport and create jobs all form part of an overall strategy which, over time, will improve the educational and employment prospects of future generations.

- 6.8.4** Alongside primary and secondary education, the Council supports investment in sixth-form, adult education and training centre facilities and the planned growth of Essex University, which is close to the Tendring border with Colchester. In addition, the emergence of digital technology and renewable energy technology is expected to yield significant job opportunities in the coming years, so the Council will work with education providers and the industries involved to set up vocational training courses and will support appropriate proposals for dedicated training facilities.
- 6.8.5** Existing educational facilities will be protected from potential loss through the Community Facilities Policy of this Local Plan and support will be given to proposals that will result in improved facilities, including proposals to expand existing facilities or create new facilities. Given the importance of education to the future prosperity of our District and the limited public funding available to deliver necessary improvements, the Council will also consider proposals for the redevelopment of existing educational facilities or ancillary land for housing or other appropriate uses where that development will fund the delivery of new and/or improved facilities within a reasonable proximity to the original facility. The Council may consider using legal agreements to ensure that the new or improved facilities are delivered alongside any redevelopment proposal.
- 6.8.6** Alongside the development and improvement of educational facilities, the Council is keen that any development projects provide employment and training prospects for local people. To do this, the Council will require applicants for residential and non-residential development to sign an Employment and Skills Charter/Local Labour Agreement which would require developers to recruit and train Tendring residents as an integral part of the construction process, as well as for longer term opportunities (including apprenticeships) resulting from the operation of the development. Developers will also be required to work with small and medium size businesses and the Council will use planning conditions (or legal agreements) to ensure that, as far as is possible and practical, local people are employed.

Policy PP 12

IMPROVING EDUCATION AND SKILLS

To improve education and employment prospects for Tendring District's residents, the Council will work with its partners including Essex University, Colchester Institute, local schools and academies, and Essex County Council as the education authority and other educational establishments to deliver new and improved facilities for early years, primary, secondary, further and higher education. The Council will support proposals that will result in new, expanded or improved education facilities and facilities for vocational training, particularly in the growing care and assisted living and renewable energy sectors.

Planning permission will not be granted for new residential development unless the individual or cumulative impacts of development on education provision can be addressed, at the developer's cost, either on-site or through financial contributions (potentially through the Community Infrastructure Levy) towards off-site improvements. Essex County Council as the local education authority will be a key consultee in this regard. Where appropriate, the Council will also consider the use of legal agreements to secure any necessary improvements in education provision arising as a result of development.

Proposals involving the redevelopment of educational facilities for alternative uses will be considered against Policy HP 2: Community Facilities of this Local Plan.

In granting planning permission for residential and non-residential developments, the Council will use Employment and Skills Charters/Local Labour Agreements to ensure that, as far as is possible and practicable, local contractors are employed to implement the development and that any temporary or permanent employment vacancies (including apprenticeships) are advertised through agreed channels to reach and prioritise local people.

This Policy contributes towards achieving Objective 5 of this Local Plan.

6.9 Rural Economy

- 6.9.1** Whilst the thrust of both local and national policy is to direct new jobs to existing built up areas and centres of employment, it is recognised that the District's rural areas and open countryside also make an important contribution to the overall economy of the District and so the Council should seek to achieve sustainable economic growth of its rural economy. Agriculture, in particular, which generally requires a countryside location, remains a source of local employment and continues to play an important role in the local economy and so the Council will continue to support proposals for agricultural-related development (where permission is required) provided adverse impacts on the environment are kept to a minimum.
- 6.9.2** It is also acknowledged that the District's rural areas and countryside are used for certain activities that need to take place in these areas, some of which can bring about positive outcomes for the rural economy and so the Council will support proposals for appropriate development in the countryside that would help strengthen the rural economy, subject to meeting other policies in this Local Plan and national planning policy.

Policy PP 13

THE RURAL ECONOMY

To support growth in the rural economy, the Council may grant planning permission for the following types of development in the countryside outside of defined Settlement Development Boundaries, subject to detailed consideration, including against other policy requirements in this Local Plan:

- a. Where appropriate to the historic environment, conversion or re-use of rural buildings in the countryside to employment, leisure or tourism use;*
- b. business and domestic equine related activities;*
- c. agricultural and key workers' dwellings; and*
- d. buildings that are essential to support agricultural, aquaculture, horticulture and forestry; and farm diversification schemes.*

This Policy contributes towards achieving Objectives 2, 6, 8 and 10 of this Local Plan.

6.10 Priority Areas for Regeneration

- 6.10.1** Certain parts of the District require focused attention in order to improve the quality of life, the economy and the physical environment, to make these better places to live, work and visit. The Council has identified five 'Priority Areas for Regeneration' which will be a focus for new initiatives. It will work with its partners to help deliver key improvements in those areas.

Policy PP 14

PRIORITY AREAS FOR REGENERATION

The following areas are identified on the Policies Maps and Local Maps as 'Priority Areas for Regeneration':

- *Clacton Town Centre and Seafront*
- *'Brooklands', 'Grasslands' and 'the Village' areas of Jaywick Sands*
- *Harwich Old Town*
- *Dovercourt Town Centre and adjoining areas*
- *Walton-on-the-Naze*

These areas will be a focus for investment in social, economic and physical infrastructure and initiatives to improve vitality, environmental quality, social inclusion, economic prospects, education, health, community safety, accessibility and green infrastructure.

As well as this, the Council will seek to: preserve or enhance the historic assets of these areas, including the at risk conservation areas. The at risk conservation areas are: Clacton Seafront, Dovercourt, St Osyth and Thorpe-le-Soken Station and Maltings.

The Council will support proposals for new development which are consistent with achieving its regeneration aims.

This Policy contributes towards achieving Objectives 2, 3, 4 and 6 of this Local Plan.

7 Protected Places

7.0.1 It is very important to protect the quality of the District's most special natural and built environments. There are many reasons for this, including the international importance and vulnerability of its extensive coastal and estuarine areas and the historic quality of its numerous designated conservation areas and listed buildings. Protecting the quality of both the natural and built environments is necessary to ensure that the Council meets its legal obligations in those regards and that the District is a safe and attractive place to live, work and visit, thereby helping to underpin the local economy and attract inward investment seeking a quality environment. To ensure that new development is sustainable, it is essential that proposals have regard to, amongst other things, the need to avoid causing harm to sensitive areas and that it takes the opportunities available to enhance the quality of places.

7.0.2 In order to deliver a positive future for the District's environment, the policies in this chapter will focus upon:

- minimising the risk to human life and property from flooding and coastal erosion, taking into account the likely effects of climate change;
- protecting and enhancing the District's biodiversity, countryside and its coastal assets;
- expanding the District's network of Green Infrastructure, to encourage a net gain for nature, achieve sustainable drainage and deliver green corridors and open spaces to improve the quality of the natural environment;
- conserving natural resources through the promotion of low-carbon energy and water-efficiency in new development and local renewable energy; and
- preserving the District's historic assets.

7.1 Development and Flood Risk

7.1.1 **The Local Plan's strategic objective for Water and Climate Change is "To reduce the risk of flooding by securing the appropriate location and design of new development, having regard to the likely impact of climate change."**

7.1.2 As a peninsula, Tendring District has coastal and estuarine water on three sides. With over 37 miles / 60km of coastline, many parts of the District are at risk of tidal flooding, including some very built-up areas. The National Planning Policy Framework makes it clear that inappropriate development in areas at risk of flooding should be avoided. New development should be directed away from areas at highest risk of flooding, but where such development is necessary it should be made safe – without increasing flood risk elsewhere. The policies and proposals in this Local Plan have therefore been informed by the national planning policy requirements, the findings of the Strategic Flood Risk Assessments (SFRA) and advice from the Environment Agency.

- 7.1.3** The areas of the District considered to be at greatest risk of flooding according to the Environment Agency's flood risk maps are shown within a 'Flood Zone' on the Policies Map and Local Maps. This information should be used only as a guide, as areas at risk may change during the Local Plan period. The Environment Agency Flood Risk Maps should always be used for the latest flood risk information and to distinguish between Flood Zones 2 and 3. The government's 'Technical Guidance to the National Planning Policy Framework' provides more detail on how the 'Sequential Test' should be applied to new development proposals. The Council will work with the Environment Agency to consider how existing development and proposed new development, in flood risk areas, including in Jaywick Sands, can be made more flood-resilient and sustainable. The Council will work with the Environment Agency to consider how existing development and proposed new development, in flood risk areas, including in Jaywick Sands, can be made more flood-resilient and sustainable.

Policy PPL 1

DEVELOPMENT AND FLOOD RISK

All development proposals should include appropriate measures to respond to the risk of flooding on and/or off site and within the Flood Zone (which includes Flood Zones 2 and 3, as defined by the Environment Agency) shown on the Policies Map and Local Maps, or elsewhere involving sites of 1ha or more, must be accompanied by a Flood Risk Assessment. New development in areas of high flood risk must be designed to be resilient in the event of a flood and ensure that, in the case of new residential development, that there are no bedrooms at ground floor level and that a means of escape is possible from first floor level.

All major development proposals should consider the potential for new Green Infrastructure to help mitigate potential flood risk and include such Green Infrastructure, where appropriate.

Proposals must have regard, as necessary, to the following tests:

The Sequential Test

All development proposals will be considered against the National Planning Policy Framework's 'Sequential Test', to direct development toward sites at the lowest risk of flooding, unless they involve land specifically allocated for development on the Policies Map or Local Maps.

The Exception Test

Where new development cannot be located in an area of lower flood risk and is otherwise sustainable, the Exception Test will be applied in accordance with the National Planning Policy Framework.

This Policy contributes towards achieving Objective 9 of this Local Plan.

7.2 Coastal Protection

- 7.2.1** The National Planning Policy Framework states that local planning authorities should avoid inappropriate development in vulnerable areas. Tendring District contains areas which are under threat from coastal erosion and, although the Coastal Protection Belt (as shown on the Policies Map and Local Maps) in this Local Plan was originally intended to protect landscape character, it now serves a further purpose in regard to helping ensure that any new development which does not need to be located within that area is directed to more sustainable locations.
- 7.2.2** The undeveloped coast of Tendring District has an important role in terms of quality of life for residents and visitors, not only in terms of visual amenity but in terms of access to the natural environment. Natural England is working on its proposals for the England Coast Path in Essex, with a view to improving access to the District's coastline early in the Plan period and the Council will support suitable proposals which will encourage coastal access.
- 7.2.3** In considering proposals for new development affecting the coast, the Council will have regard to the latest Shoreline Management Plan to assess their compatibility.

Policy PPL 2

COASTAL PROTECTION BELT

Within the Coastal Protection Belt, as shown on the Policies Map and Local Maps, the Council will:

- a. protect the open character of the undeveloped coastline and refuse planning permission for development which does not have a compelling functional or operational requirement to be located there; and*
- b. where development does have a compelling functional or operational requirement to be there, its design should respond appropriately to the landscape and historic character of its context and applicants will be required to demonstrate that any development proposals will be safe over their planned lifetime.*

The Council will take an 'adaptive approach' to coastal protection, where required, having regard to an assessment of the impact of coastal change and consideration of any applicable Shoreline Management Plan.

This Policy contributes towards achieving Objective 7 of this Local Plan.

7.3 The Rural Landscape

- 7.3.1** In order to promote sustainable development, in considering where to select sites for new development in this Local Plan, the Council has taken particular care to assess the value of the landscape and, where practical, allocate sites with the lowest sensitivity, thereby helping to protect valued landscapes and the best and most versatile agricultural land.
- 7.3.2** The Landscape Character Assessment (2001) identified 30 areas with different landscape characteristics and highlighted key sensitivities which need to be considered when assessing development proposals in the rural area. Proposals within the rural landscape should have regard to the Landscape Character Assessment (and any subsequent updates) and protect and re-inforce historic landscape features and important characteristics identified within it.
- 7.3.3** As a largely rural area, Tendring District's countryside is one of its main assets and maintaining an attractive rural environment is important to the quality of life experienced by both residents and visitors. It can also be an important consideration for the location of some businesses and help to expand the tourist economy and related services.
- 7.3.4** Despite its attractive character, only a small part of the District is currently a designated Area of Outstanding Natural Beauty (AONB) – The Dedham Vale – and therefore subject to special landscape protection. The southern shore of the Stour Estuary is recognised locally for its landscape qualities and the Council supports its inclusion within the proposed extension to the Suffolk Coasts and Heaths AONB. Until such time as that AONB is extended, development proposals in the area defined on the Policies Map will be subject to particular scrutiny.
- 7.3.5** Two Registered Parks and Gardens (see Appendix E) lie within the rural area and are particularly sensitive to change. Planning proposals which might affect them and any other Registered Park and Garden that is designated during the plan period should therefore have regard to their history and the reason for inclusion on the Historic England Register.

Policy PPL 3

THE RURAL LANDSCAPE

The Council will protect the rural landscape and refuse planning permission for any proposed development which would cause overriding harm to its character or appearance, including to:

- a. estuaries, rivers and undeveloped coast;*
- b. skylines and prominent views including ridge-tops and plateau edges;*

- c. *traditional buildings and settlement settings;*
- d. *native hedgerows, trees and woodlands;*
- e. *protected lanes, other rural lanes, bridleways and footpaths; and*
- f. *Registered Parks and Gardens.*

Development proposals affecting protected landscapes must pay particular regard to the conservation and enhancement of the special character and appearance of the Dedham Vale AONB, and its setting, and the setting of the Suffolk Coast and Heaths AONB, including any relevant AONB Management Plan objectives. New development which would impact upon the proposed extension to the Suffolk Coast and Heaths AONB, or its setting, should have specific regard to any special landscape qualities of the area affected.

Elsewhere, development proposals should have regard to the Natural England Character Area profiles for the Greater Thames Estuary (No.81) and the Northern Thames Basin (No.111) and the Council's Landscape Character Assessments, as relevant, and should protect and reinforce identified positive landscape qualities.

New development within the rural landscape should minimise the impact of light pollution on the site and its surroundings, in order to protect rural amenity and biodiversity.

This Policy contributes towards achieving Objectives 7 and 8 of this Local Plan.

7.4 Biodiversity and Geodiversity

- 7.4.1** To provide a network of interconnected multi-functional natural green spaces which secures a net gain in biodiversity and also provides for the sporting and recreational needs of the population, promotes healthy lifestyles and enhances the quality of the natural and built environment.
- 7.4.2** Tendring District includes a wide range of habitats, including (in part) the Stour, Orwell and Colne Estuaries and Hamford Water which are recognised as wetlands of international importance for endangered and migrating birds. Hamford Water is a designated Special Area of Conservation for Fisher's Estuarine Moth. At the international level, the Ramsar Convention requires the conservation and wise use of wetlands, as a contribution towards achieving sustainable development. European legislation requires the establishment of Special Protection Areas (SPAs) for birds, under the Birds Directive, and Special Areas of Conservation (SACs) for other species and habitats, under the Habitats Directive. SPAs and SACs together form 'Natura 2000' sites, which themselves create a European-wide network. The Habitats Regulations apply both in the terrestrial environment and territorial waters out to 12

nautical miles. Marine Protected Areas (MPA) exist offshore beyond 12 nautical miles. The Blackwater, Crouch, Roach and Colne Marine Conservation Zone includes the Clacton Cliffs and foreshore, a geological feature of international importance.

- 7.4.3** It is necessary to apply the ‘precautionary principle’ to new development, as a matter of law, and assess new projects or plans for any impacts upon any of the above sites – both alone and in combination. An ‘Appropriate Assessment’ will be necessary to assess whether the proposals would adversely affect the integrity of a site, having regard to its conservation objectives. The Council will only grant planning permission where there would be no adverse effects on biodiversity (including any mitigation), unless there is considered to be an overriding public interest (such as the port expansion at Bathside Bay, Harwich) – in which case a compensatory habitat must be provided.
- 7.4.4** Sites of Special Scientific Interest (SSSI) are protected under the Wildlife and Countryside Act 1981, as amended, and the Countryside and Rights of Way Act 2000 and are shown on the Policies Map.
- 7.4.5** The Colne Estuary and Hamford Water are designated as National Nature Reserves (NNR). At the local level, the Council has worked with the Essex Wildlife Trust to identify over 100 ‘Local Wildlife Sites’ (LoWS) within the District, along with ‘Special Roadside Verges’, managed by Essex County Council specifically to conserve rare plant species and support a wider variety of plants. This benefits local fauna, providing food and shelter and can help to create ‘wildlife corridors’, allowing species to move between different sites. LoWS are not protected by law but, being worthy of conservation, are protected by this Local Plan, along with irreplaceable habitats, including unimproved grasslands and veteran trees.
- 7.4.6** All areas designated for their value to biodiversity and/or geodiversity are shown on the Policies Map. A site does not have to be designated, however, to have importance to nature conservation. All new development proposals should have regard to a ‘mitigation hierarchy’ approach, which requires consideration to be given: firstly, to avoiding environmental harm; then mitigating for any adverse impacts; and then, as a last resort; compensating for residual impacts alongside the need to seek environmental enhancement wherever possible. The need to consider alternative options, particularly options that are less damaging to the environment, is relevant to all these steps, as options can be either strategic or more detailed in nature. Where a proposed development might harm biodiversity on the site, an Ecological Appraisal will be required to be undertaken and the potential for harm should be considered and addressed in the application. Appraisals should be undertaken in accordance with nationally recognised guidance, by a suitably qualified ecologist.
- 7.4.7** Conservation work now considers whole landscapes as the way to conserve biodiversity, and the Council is working with the Essex County Council, Essex Wildlife Trust and other partners on projects to benefit habitats and species across Essex.

The Biodiversity Framework and Living Landscapes Project seek to improve the wider countryside for wildlife, rather than just concentrating on small nature reserves, and this will bring benefits for Priority Habitats and Priority Species.

Policy PPL 4

BIODIVERSITY AND GEODIVERSITY

Sites designated for their international, European and national importance to nature conservation: including Ramsar sites; Special Protection Areas (SPAs); Special Areas of Conservation (SACs); Marine Conservation Zones (MCZs); National Nature Reserves (NNRs); and Sites of Special Scientific Interest (SSSIs) will be protected from development likely to have an adverse effect on their integrity. As a minimum, there should be no significant impacts upon any protected species, including European Protected Species and schemes should consider (and include provision, as may be relevant for) the preservation, restoration or re-creation of priority habitats, ecological networks and the protection and recovery of protected species populations. Proposals for new development should also have regard to any published local Recreational Disturbance Avoidance and Mitigation Strategies and include any measures which may be necessary to support the aims of the strategy, to help to mitigate any likely recreational impacts arising from the development. Proposals for enhancement of special interest and features will be supported, subject to other material planning considerations.

Sites designated for their local importance to nature conservation, including Local Wildlife Sites (LoWS), Ancient Woodlands Protected Verges and aged or veteran trees will be protected from development likely to have an adverse impact on such sites or features. Proposals for enhancement of special interest and features will be supported, subject to other material planning considerations.

Proposals for new development should be supported by an appropriate ecological assessment. Where new development would harm biodiversity or geodiversity, planning permission will only be granted in exceptional circumstances, where the benefits of the development demonstrably outweigh the harm caused and where adequate mitigation or, as a last resort, compensation measures are included, to ensure no net loss, and preferably a net gain, in biodiversity.

Proposals for new infrastructure and major development should consider the potential for enhanced biodiversity, appropriate to the site and its location, including, where appropriate, within Green Infrastructure.

Any proposed development on sites which may support protected species will require a relevant survey(s), undertaken by a suitably qualified ecologist. If protected species are present, a suitable mitigation plan will be required prior to planning permission being granted.

This Policy contributes towards achieving Objective 8 of this Local Plan.

7.5 Water Conservation, Drainage and Sewerage

- 7.5.1** Although Tendring District has to manage issues of ‘excess’ water causing coastal erosion and flooding, it also experiences the lowest average level of annual rainfall in the country and therefore maintaining a supply of fresh water for drinking and the irrigation of crops is a high priority. It follows that the provision of an adequate water supply, and appropriate methods of disposal of water and sewage, are very important considerations when planning for growth and central to the need to deliver sustainable development. Changes in climate also can cause sudden and intense rainfall causing localised flooding which will be made worse if new development does take account of the need to lessen its impact.
- 7.5.2** Major new developments may require upgrades to existing sewage treatment works, known as Water Recycling Centres, which may be funded by Anglian Water. Such works will need to be planned and funded through Anglian Water’s 5-year business plans and approved by the regulator (OFWAT).
- 7.5.3** The National Planning Policy Framework requires local planning authorities to mitigate and adapt to climate change, which includes having pro-active strategies in respect of water supply and demand. Development proposals should therefore include a plan to conserve water supplies by managing demand and ensure its appropriate disposal at all stages of development, including construction and after occupation, using Sustainable Drainage Systems (SuDS) where possible. SuDS are designed to replicate natural drainage systems, to drain surface water run-off, ideally as part of a Green Infrastructure network and can also have significant benefits for amenity and biodiversity.

Policy PPL 5

WATER CONSERVATION, DRAINAGE AND SEWERAGE

All new development must make adequate provision for drainage and sewerage and should include Sustainable Drainage Systems (SuDS) as a means of reducing flood risk, improving water quality, enhancing the Green Infrastructure network and providing amenity and biodiversity benefits. Applicants should explain and justify the reasons for not using SuDS if not included in their proposals, which should include water inputs and outputs designed to protect and, where possible, enhance the natural environment.

Proposals for development must demonstrate that adequate provision exists, or can be made available, for sewage disposal to a public sewer and water recycling centre (sewage treatment works).

Applicants should explain their approach to water conservation, including the potential for the re-use of ‘greywater’ and rainwater ‘capture and use’ within their development, to help maintain the supply of drinking water.

Private sewage treatment facilities will not be permitted if there is an accessible public foul sewer. Where private sewage treatment facilities are the only practical option for sewage disposal, they will only be permitted where there would be no harm to the environment, having regard to preventing pollution of groundwater and any watercourses and odour.

Proposals for agricultural reservoirs may be permitted, subject to a detailed assessment against relevant policies in this Local Plan.

This Policy contributes towards achieving Objectives 8 and 9 of this Local Plan.

7.6 Strategic Green Gaps

7.6.1 'Strategic Green Gaps' have been identified in this Local Plan in specific locations between certain settlements or neighbourhoods. The primary purpose of this designation is to maintain an appropriate degree of physical separation between nearby settlements or neighbourhoods.

7.6.2 Within Strategic Green Gaps, the Council will only permit development which would preserve the appropriate separation of settlements or neighbourhoods. Proposals for new development should consider how the long-term protection of these areas can be strengthened, through the introduction of Green Infrastructure, including recreational open space, wildlife areas and improved access to the countryside via new footpaths, cycle paths and bridleways.

Policy PPL 6

STRATEGIC GREEN GAPS

Within Strategic Green Gaps, as shown on the Policies Map and Local Maps, the Council will not permit any development which would result in the joining of settlements or neighbourhoods, or which would erode their separate identities by virtue of their closer proximity. Planning permission may be granted where:

- a. the applicant can demonstrate that there is a functional need for the development to be in that specific location and that it cannot be delivered on an alternative piece of land outside of the Strategic Green Gap;*
- b. the development would not compromise the open setting between settlements or neighbourhoods; and*
- c. the development would involve the creation of Green Infrastructure which would support the continuing function of the Strategic Green Gap.*

This Policy contributes towards achieving Objectives 7 and 8 of this Local Plan.

7.7 The Historic Environment

7.7.1 The Local Plan's strategic objective for Cultural Heritage is "To conserve and enhance Tendring District's heritage, respecting historic buildings and their settings, links and views."

7.7.2 Tendring District has a truly rich and diverse history, reflected in archaeological deposits and features and much of its built heritage, which includes: the early planned development of the District's major town, Clacton-on-Sea, as a Victorian seaside holiday resort; the later select development of Frinton-on-Sea with its many examples of notable Arts and Crafts architecture and Modernist houses; the historic port of Harwich and town of Manningtree, England's smallest; or the District's most important single group of listed buildings at St Osyth's Priory and its Registered Historic Park and Garden.

7.7.3 The Council has specific legal duties to preserve and enhance the historic environment. Proposals affecting buildings listed for their special architectural or historic interest ('listed buildings') or designated Conservation Areas, or their settings, Scheduled Monuments, archaeology, or Registered Historic Parks and Gardens will therefore be subject to particular scrutiny. The setting of a heritage asset may include sites or areas a considerable distance away from the boundary of an application site and it is necessary, therefore, to consider the potential for development to have an effect upon the wider setting of a Conservation Area or listed building. Protection of the District's heritage assets is crucial to its cultural identity and the quality of life and can help to sustain its economic attraction for new investment by both residents and businesses. The Council will seek to reduce the number of heritage assets included in the Heritage at Risk Register and will consider designating additional heritage assets which are of local importance. The Council will seek to manage change within the Historic Environment by: requiring proposals to respond appropriately to the significance of any affected heritage assets; identifying where interventions within the Historic Environment would be beneficial to it; and by working with partners to secure sources of funding to aid delivery of enhancements to heritage assets.

7.7.4 The best way to ensure the future preservation of a listed building is often by ensuring an appropriate beneficial use of the heritage asset, which may be its original intended use. Sometimes an appropriate new use will be needed to ensure preservation and this might also present opportunities for the enhancement of significance of the heritage asset. Historic buildings may also evolve over time and sometimes it can be those distinct elements of change which are particularly valued. Although the preservation of unique historic assets is crucial to connect with the past and maintain a high quality environment there may be the opportunity for a high quality contemporary design solution in an historic context. It might, therefore, be appropriate in this Local Plan period to propose a development 'of its time' - much will depend on the expertise of the designer. However, the scope for a listed building to adapt to

modern life and requirements will itself depend upon a number of considerations and it will not always be possible to incorporate modern design solutions without also causing harm to its special character fabric, or appearance.

7.7.5 As with listed buildings, a contemporary design might, on occasion, be appropriate in a Conservation Area. Such solutions can help to avoid pastiche or the potential ‘confusion’ of new and can misinform an understanding of place. However, particular skill is required of the designer to ensure that new development is appropriate to its site and setting. New development which would affect a Conservation Area should always pay regard to any relevant Conservation Area Character Appraisal and Conservation Area Management Plan. This includes proposals for new development within the District’s three Registered Historic Parks and Gardens: Clacton Seafront (owned and managed by the Council); St Osyth Priory; and Thorpe Hall, which are all within Conservation Areas. The Council will review all designated Conservation Areas early in the plan period and consider whether any new areas should be designated. New Conservation Area Management Plans will be prepared in addition to updates to the existing Conservation Area Character Appraisals.

7.7.6 Some parts of the District are known for their particular importance to archaeology and the Council will protect those areas from harmful development. However, new development can provide an opportunity to discover, record and protect evidence of the District’s history in the form of archaeological deposits. Where the archaeological record indicates the likely presence of deposits or features, the Council will be advised by Essex County Council and the developer will be required to carry out any necessary survey work, excavation and recording in that regard, before and/or after any planning permission is granted. New development may be required to respond to archaeological finds uncovered during the construction process.

7.8 Buildings and Archaeology

Policy PPL 7

ARCHAEOLOGY

Proposals for new development which would affect, or might affect, archaeological remains will only be permitted where accompanied by an appropriate desk-based assessment. Where identified as necessary within that desk-based assessment, a written scheme of investigation including excavation, recording or protection and deposition of archaeological records in a public archive will be required to be submitted to, and approved by, the Local Planning Authority.

Proposals for new development which are not able to demonstrate that known or possible archaeological remains will be suitably protected from loss or harm, or have an appropriate level of recording, will not be permitted.

This Policy contributes towards achieving Objective 7 of this Local Plan.

Policy PPL 8

CONSERVATION AREAS

New development within a designated Conservation Area, or which affects its setting, will only be permitted where it has regard to the desirability of preserving or enhancing the special character and appearance of the area, especially in terms of:

- a. scale and design, particularly in relation to neighbouring buildings and spaces;*
- b. materials and finishes, including boundary treatments appropriate to the context;*
- c. hard and soft landscaping;*
- d. the importance of spaces to character and appearance; and*
- e. any important views into, out of, or within the Conservation Area.*

Proposals for new development involving demolition within a designated Conservation Area must demonstrate why they would be acceptable, particularly in terms of the preservation and enhancement of any significance and impact upon the Conservation Area.

This Policy contributes towards achieving Objective 7 of this Local Plan.

Policy PPL 9

LISTED BUILDINGS

Proposals for new development affecting a listed building or its setting will only be permitted where they will protect its special architectural or historic interest, its character, appearance, fabric and:

- a. are explained and justified through an informed assessment and understanding of the significance of the heritage asset and its setting; and*
- b. are of a scale, design and use materials and finishes that respect the listed building and its setting.*

This Policy contributes towards achieving Objective 7 of this Local Plan.

7.9 Enabling Development

7.10 Renewable Energy Generation

7.10.1 The National Planning Policy Framework requires local planning authorities to adopt proactive strategies to mitigate climate change and promote sustainable development. By effectively exploiting the free resources of wind and sun, in particular, renewable energy can reduce the demand for fossil fuels, which are a finite resource and release carbon into the atmosphere and accelerate global warming.

7.10.2 Tendring District supports renewable energy generation in terms of wind energy, solar energy and biomass installations. It currently has one wind farm comprising five large-scale wind turbines at Earls Hall Farm, west of Clacton, and a number of medium and small-scale turbines throughout the District. Several solar farms are concentrated in the northern part of the District, with smaller arrays adjacent to several farms. A significant biomass generator also exists at Elmstead. The Council has supported the offshore windfarm at Gunfleet Sands which required on-shore infrastructure. Subsequent changes in government policy, both in respect of planning and subsidies for renewables, mean that applications for new large-scale renewable energy schemes might not come forward in this Local Plan period. However, it remains necessary to plan for renewable energy generation, in order to meet national climate-change commitments.

Policy PPL 10

RENEWABLE ENERGY GENERATION

Proposals for renewable energy schemes will be considered having regard to their scale, impact (including cumulative impact) and the amount of energy which is to be generated.

Proposals for new development should consider the potential for renewable energy generation, appropriate to the site and its location, and should include renewable energy installations, or be designed to facilitate the retro-fitting of renewable energy installations.

This Policy contributes towards achieving Objectives 6 and 9 of this Local Plan.

7.11 The Avenues Area of Special Character, Frinton-on-Sea

7.11.1 'The Avenues' to the west of Connaught Avenue shopping centre and north of the Esplanade, form a sedate residential area of outstanding Arcadian character, with wide, straight, tree and hedge lined avenues, grass verges and large, spacious detached houses set in mature gardens. This residential character forms an important quality of this part of the Frinton and Walton Conservation Area where new development affecting its character or appearance is subject to special scrutiny. If changes of use, subdivision to flats, or redevelopment for higher-density housing

were to continue to occur, the area's outstanding character and the quiet enjoyment of residents in the locality would be eroded and therefore this Local Plan affords additional protection. 'The Avenues' was laid out originally with regular plots 50ft wide; as land was sold and developed some variations occurred but a minimum plot width of 15.24m remains highly characteristic of the area. Well-designed infill development might, exceptionally, be permitted on larger plots of at least 15.24m width, if the special character of the area would be safeguarded.

Policy PPL 11

THE AVENUES AREA OF SPECIAL CHARACTER, FRINTON-ON-SEA

Within 'The Avenues' area of Frinton-on-Sea, new development must have particular regard to the special character and appearance of the area. To ensure that this special character is safeguarded new development shall:

- a. conform to the existing density of development and not appear cramped or incongruous in the street scene;*
- b. not include any flats; and*
- c. not include any uses other than Use Class C3 'Dwelling Houses'.*

This Policy contributes towards achieving Objective 7 of this Local Plan.

7.12 The Gardens Area of Special Character, Clacton-on-Sea

7.12.1 'The Gardens' area of the seafront in east Clacton was laid out in the 1920's and 1930's as a low-density area of high quality enhanced by long formal gardens which total 2.8 hectares. It is important that the Arcadian character of this area is preserved by ensuring that it remains an area of large detached houses on spacious plots in a well landscaped setting.

Policy PPL 12

THE GARDENS AREA OF SPECIAL CHARACTER, CLACTON-ON-SEA

Within "The Gardens" area of east Clacton, new development shall have particular regard to the special character and appearance of the area. To ensure that this special character is safeguarded, new development shall:

- a. conform generally to the existing building line;*
- b. be of two-storey scale;*
- c. conform to the existing density of development and not appear cramped or incongruous in the street scene;*

- d. *not include any flats; and*
- e. *be residential, or retain a residential appearance. Commercial uses, including private hotels, guesthouses and offices will not normally be considered appropriate.*

This Policy contributes towards achieving Objective 7 of this Local Plan.

7.13 Ardleigh Reservoir Catchment Area

- 7.13.1** Ardleigh Reservoir is located in open countryside, south west of Ardleigh village. It is important that new development in its vicinity does not harm water quality in the reservoir. The Policies Map shows a defined catchment area, within which new proposals may be subject to particular scrutiny in regard to the potential for water pollution to result.

Policy PPL 13

ARDLEIGH RESERVOIR CATCHMENT AREA

Ardleigh Reservoir is surrounded by a catchment area within which certain proposals for development will be subject to consultation with the operator of the site. This may result in restrictions being imposed or planning permission being refused if the development could materially affect the quality of water draining into the reservoir.

This Policy contributes towards achieving Objective 9 of this Local Plan.

7.14 Safeguarding of Civil Technical Sites, North East of Little Clacton / South of Thorpe-le-Soken

- 7.14.1** An important civil aviation navigation beacon and technical site is located in open countryside to the north east of Little Clacton and south of Thorpe-le-Soken. In order to fulfil its function, it is necessary to ensure that new development nearby does not interfere with it. The site and surrounding safeguarded area are shown on the Policies Map.

Policy PPL 14

SAFEGUARDING OF CIVIL TECHNICAL SITE, NORTH EAST OF LITTLE CLACTON / SOUTH OF THORPE-LE-SOKEN

The civil technical site located to the north east of Little Clacton and south of Thorpe-le-Soken is surrounded by a safeguarded area, within which certain proposals for development will be subject to consultation with the operator of the site. This may result in restrictions being imposed or planning permission being refused if the development could materially affect the proper functioning of the technical site.

This Policy contributes towards achieving Objective 7 of this Local Plan.

7.15 Safeguarding of Hazardous Operations Site, Bramble Island

- 7.15.1** An important hazardous substance site is located at Bramble Island to the south east of Great Oakley and south west of Harwich. In order to continue to fulfil its function, new development proposed at the site to facilitate its operation will be supported in principle. New development proposals within the Health and Safety Executive (HSE) safeguarding zone shown on the Policies Map will be subject to scrutiny to ensure that no conflict would arise in relation to both public safety and the effective operation of the site.

Policy PPL 15

SAFEGUARDING OF HAZARDOUS SUBSTANCE SITE, SOUTH EAST OF GREAT OAKLEY/SOUTH WEST OF HARWICH

The hazardous substance site located at Bramble Island to the south east of Great Oakley and south west of Harwich is surrounded by a safeguarded area, within which certain proposals for development will be subject to consultation with the operator of the site. This may result in restrictions being imposed or planning permission being refused, if safety issues arise or the development could materially affect the proper functioning of the hazardous substance site.

During the continued operation of Bramble Island as a high hazard site, planning permission within the area subject of the Health and Safety Executive licence will be granted where:

- a. the new development is required to ensure appropriate operation of the site;*
- b. development would not extend the area affected by the safeguarding zone;*

c. it can be demonstrated that there would be no harmful effects upon the national, European and international environmental designations which exist; and

d. the proposal would comply with all other relevant national and local planning policies.

This Policy contributes towards achieving Objective 7 of this Local Plan.

7.16 Safeguarding of Hazardous Operations Site, Bramble Island

8 Connected Places

- 8.0.1** The Local Plan's strategic objectives for Infrastructure Provision are "To make efficient use of existing transport infrastructure and ensure sustainable transport opportunities are promoted in all new development. Where additional capacity is required in the form of new or upgraded transport infrastructure, to ensure this is provided alongside new development.", "To enable provision of upgraded broadband infrastructure and services." and "To ensure that new growth brings opportunities to enhance existing services, facilities and infrastructure for the benefit of existing and new communities."
- 8.0.2** The main growth objectives for this Local Plan period are to ensure delivery of new housing to meet demand and help to create new employment for the growing population. To help achieve these objectives, the policies in this chapter of the Local Plan focus upon tackling possible barriers to economic and housing growth caused by weaknesses in our transport and telecommunications networks. The policies are focused upon:
- protecting the main strategic roads in the District and improving these roads where the opportunity/need arises;
 - supporting proposals which will enhance the strategic transport network;
 - encouraging travel by sustainable modes of transport;
 - promoting improved access to, and facilities for, public transport; and
 - further developing the provision of higher speed broadband services.
- 8.0.3** In order to help support the principles of sustainable development, it is important to ensure that everyone living in, working in or visiting Tendring District is able to travel and communicate efficiently. Effective telecommunications can reduce the need to travel and thereby help to reduce congestion on the roads, making journeys more efficient and convenient. Where journeys are necessary, providing opportunities for alternative means of transport to the private car is an essential consideration for proposals for new development. Even small-scale developments can increase the likelihood of more car journeys being made unless provision is made within schemes to encourage alternatives.
- 8.0.4** Although most journeys are made by car, most are over relatively short distances (sometimes as part of a much longer journey) and could often be made by other, more sustainable, modes of transport. Therefore making good provision within the design of new developments to encourage walking, cycling and public transport use is crucial to achieving sustainable development. Such solutions can have wider public benefits, not only in terms of transportation choices but also for public health and safety, with increased physical activity, well-being and levels of use of public spaces.
- 8.0.5** New development can provide the opportunity to link places in a sustainable way and contribute to the development of a more efficient transport network. Equally important is to ensure that the existing transport network is protected from any proposed new development which would harm efficiency and safety.

8.1 Sustainable Transport and Accessibility

8.1.1 The National Planning Policy Framework promotes sustainable transport solutions. It states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice over how to travel. The Council will work with its partners, including Essex County Council, bus and train operators and the development industry, to improve accessibility, promote sustainable means of transport and reduce dependence upon private car transport.

8.1.2 To achieve sustainable communities, homes, jobs, services and facilities should, ideally, be accessible by a variety of different modes of transport, including: walking; cycling; and public transport – not just private cars. Locating development in accessible places gives people the option to use more sustainable modes of transport, which contribute less to global warming, and benefits those members of society who do not have access to a car. Additionally, there are public health and safety benefits to walking and cycling.

8.1.3 The Essex Transport Strategy (2011) is the Local Transport Plan (LTP) and includes Tendring District within the 'Haven Gateway'. It sets out the transport priorities for the area, which include 5 key outcomes to be achieved:

1. Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration;
2. Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology;
3. Improve safety on the transport network and enhance and promote a safe travelling environment;
4. Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use; and
5. Provide sustainable access and travel choice for Essex residents to help create sustainable communities.

8.1.4 To reduce greenhouse gas emissions, the Council will support development which uses sustainable modes of transport. Whilst most journeys are made by road, Tendring District is served by 14 railway stations, providing a range of electrified London main line and local branch line services, with regular services from Clacton, Walton and Harwich/Dovercourt to the Colchester railway stations and beyond. The railway is important as both a public transport mode which can provide a sustainable alternative to private car use for work and leisure purposes and an alternative to HGV use for freight transport to and from Harwich International Port.

- 8.1.5** The Council will support and encourage measures which will make rail use a more attractive and sustainable alternative to the use of private cars for both local journeys and longer commutes and to the use of HGVs for freight transportation.
- 8.1.6** The main urban areas within the District are located along the coastal fringes and the area has a strong rural heartland where the main means of sustainable transport is by bus. Local buses running within and between settlements are crucial to providing access to jobs and services for many people in towns, villages and rural areas.
- 8.1.7** The Council will work with Essex County Council and bus operators to ensure coverage across the District, improve services and frequency and seek opportunities to improve bus-stop facilities and provide additional services to support new major development.
- 8.1.8** Cycling and walking should also be seen as transport modes in their own right and an integral part of the transport network. Increasing the options for travelling by those modes can benefit both the environment and public health, reducing pollution and increasing fitness levels. In this way, planning and transportation outcomes can help to support the wider health and wellbeing agenda. Many car journeys are over short-distances which could be travelled on foot or by cycle if these are attractive options, possibly as part of longer journeys.
- 8.1.9** Proposals for new development will be required to take account of the need to ensure accessibility, having regard to its location in relation to existing services and facilities, and by providing safe pedestrian and cycle connections to existing networks. As the Tendring District is mainly rural, reliance upon private cars will be inevitable to some extent within its remoter parts. However, the Council will require that measures for sustainable travel at all new developments are investigated and implemented where practicable.
- 8.1.10** As the Highway Authority for the area, Essex County Council is a consultee in regard to many planning applications. New developments will be required to be acceptable in terms of highway capacity, safety and convenience and to meet the requirements for access and parking which are contained in the latest version of the Essex County Council Development Management Policies, Travel Plan and Parking Standards, or equivalent amended or replacement policies or standards, or any overriding policies in this Local Plan, along with relevant Essex Accessibility strategies and Design guides. To be sustainable, developments should also be accessible by public transport, cycling and walking.
- 8.1.11** Parking standards can support measures which promote sustainable transport choices and help to protect amenity. The Council will work with Essex County Council to ensure that local parking standards are fit for purpose and that its assessment of planning applications takes account of factors such as: the accessibility of development, the type, mix and use of development; the availability of and opportunities for public transport.

Policy CP 1

SUSTAINABLE TRANSPORT AND ACCESSIBILITY

Proposals for new development must be sustainable in terms of transport and accessibility and therefore should include and encourage opportunities for access to sustainable modes of transport, including walking, cycling and public transport. Providing options for non-motorised vehicles is especially important for the large- scale developments at Clacton and the Tendring Colchester Borders Garden Community.

Planning applications for new major development likely to have significant transport implications will normally require a Transport Statement. If the proposal is likely to have significant transport implications or a Transport Assessment, the scope of which should be agreed in advance between the District Council and the applicant, in consultation with Essex County Council as the Highway Authority. In order to reduce dependence upon private car transport, improve the quality of life for local residents, facilitate business and improve the experience for visitors, all such applications should include proposals for walking and cycling routes and new or improved bus-stops/services. Where relevant, improvements to railway station passenger facilities should be included and greater connectivity between places and modes of transport demonstrated.

Travel Plans and Residential Travel Information Packs should be provided as appropriate and in accordance with Essex County Council published guidance.

This Policy contributes towards achieving Objective 4 and 6 of this Local Plan.

8.2 Improving the Transport Network

- 8.2.1** An efficient and effective strategic transport network is critical for achieving economic growth, supporting trade and attracting inward investment, and reducing carbon emissions to help to reduce increases in global warming. Conversely, a network which is unsafe, slow or inconvenient can deter business investment and could harm the area's tourist economy, which attracts many thousands of visitors, particularly during the main summer holidays.
- 8.2.2** The Council will work with its partners, including Highways England, Essex County Council, bus and train operating companies, Network Rail and landowners, to safeguard, and to explore opportunities to improve, the District's strategic transport network. It will seek to make the transport network safer and more efficient, in order to: facilitate growth, trade and inward investment; help to improve the quality of life for local residents; and improve the experience for visitors to the District and will encourage improvements to the quality and frequency of rail and bus services and station facilities and their appearance.

- 8.2.3** The major roads forming part of the District's strategic transport network are the A120 and A133. Both routes include sections which require upgrading in order to improve safety and convenience and to function efficiently in the context of significant future housing growth. For the A133, between Colchester and Clacton, the Council will work with Essex County Council (the Highway Authority) to identify the nature and cost of improvements needed, seek sources of public funding and consider the use of the Community Infrastructure Levy (CIL) to secure contributions towards these works. An upgrade of the A120 is a requirement of the planned port expansion at Bathside Bay, Harwich although this is not expected to take place early in the plan period. The Council will work with Highways England and other partners to investigate ways of funding and delivering possible early improvements and will resist any development proposals in the vicinity of the A120 which could jeopardise its upgrading, widening or re-routing.
- 8.2.4** Major growth areas in West Tendring/East Colchester and Clacton will require new strategic highway infrastructure, which will not only serve the development areas themselves but also provide for two major new roads, to ensure that traffic is able to move through and between settlements efficiently, thereby preventing traffic congestion which would otherwise occur. These two new roads will be between the A120 and A133 and at west Clacton between the A133 and B1027.
- 8.2.5** The Council will explore, in partnership with Essex County Council, Suffolk County Council, Babergh District Council and Network Rail, opportunities to improve the A137 and railway crossing/underpass at Manningtree Station. Any new developments likely to increase use of this route may be required to contribute towards such improvements.

Policy CP 2

IMPROVING THE TRANSPORT NETWORK

- *Proposals for new development which contribute to the provision of a safe and efficient transport network that offers a range of sustainable transport choices will be supported. Major development proposals should include measures to prioritise cycle and pedestrian movements, including access to public transport.*
- *Major growth areas at the Tendring Colchester Borders Garden Community (Tendring and Colchester Borders) and at Clacton will require provision of new and/or improved road infrastructure in order to fully serve the new growth areas and to avoid causing traffic congestion in the existing adjacent settlements. Strategic link roads will be required between the A120 and A133 and between the A133 and B1027, respectively in addition to improvements for non-motorised travel.*
- *Proposals which would have any adverse transport impacts will not be granted planning permission unless these are able to be resolved and the development*

made acceptable by specific mitigation measures which are guaranteed to be implemented.

This Policy contributes towards achieving Objectives 4 and 6 of this Local Plan.

8.3 Improving the Telecommunications Network

- 8.3.1** The National Planning Policy Framework promotes the expansion of electronic communications networks, including both telecommunications and high speed broadband. Smarter use of such technologies can reduce the need to travel and thereby contribute to sustainability objectives.
- 8.3.2** In recent years, major improvements in computer and mobile phone technology and the growing use of the internet have radically changed the way business is carried out and how people shop, learn and socialise. This technology has become essential for businesses and a fundamental part of everyday life. In the future, it will make geographic location less of a consideration for some types of businesses and for areas like Tendring District. Where geography has been a disadvantage in attracting certain kinds of business in the past, embracing the digital revolution is one of the most positive things the District can do to make the area more viable as a place to do business, in offices, shops, factories and warehouses, or people's homes.
- 8.3.3** Ensuring that Tendring District's communications network achieves wide coverage and is fast and reliable is critical to achieving growth of the local economy; helping existing businesses to expand and new businesses to establish, whilst improving access for residents to online shopping, services and information. The Council will work with the telecommunications industry to ensure that as many parts of the District as possible have access to the internet (particularly superfast broadband, wireless hotspots in public spaces and at least 4G mobile coverage) and to encourage the use of this technology (or superior new technology), not only for business but also Council and other public services, information and educational resources.

Policy CP 3

IMPROVING THE TELECOMMUNICATIONS NETWORK

- *Proposals for new telecommunications infrastructure will be supported where they utilise existing masts, buildings and other structures and where the applicant can demonstrate that:*
 - a) they will not cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest; and*

b) the possibility of other planned development in the area interfering with broadcast and telecommunications has been considered and addressed.

- *Proposals for new masts, buildings or other structures associated with the communications network will only be approved where the applicant, in addition to meeting criteria a) and b) above, can demonstrate that:*

c) the development cannot, for practical or economic reasons, be incorporated into or onto existing masts, buildings and other structures; and

d) the development will be sympathetically designed, having regard to its appearance and impact upon local visual amenity and camouflaged if necessary.

- *All new dwellings and non-residential buildings must be served by at least a 'superfast' broadband* (fibre optic) connection, installed on an open access basis and directly accessed from the nearest British Telecom exchange and threaded through resistant tubing to enable easy access to the fibre optic cable for future repair, replacement or upgrading, unless the applicant can demonstrate that this would not be possible, practical or economically viable. In those cases, the Council may utilise Community Infrastructure Levy (CIL) funds, or seek a developer contribution, towards off-site works that would enable those properties access to superfast broadband, either via fibre optic cable or wireless technology in the future.*
- *New development that may cause interference to the broadcast and telecommunications network will not be permitted unless the applicant can demonstrate how such interference will be mitigated, at the developer's cost.*

**As new versions of broadband - such as 'ultrafast' - become available, provision must be the best possible speed.*

This Policy contributes towards achieving Objective 4 of this Local Plan.

9 Delivering Places

The Local Plan's strategic objective for Employment/Commercial is:

“To provide for the development of employment land on a variety of sites to support a diversity of employment opportunities and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth up to the period of 2033.”

and for Housing is:

“To provide new dwellings within Tendring District up to 2033 of sufficient variety in terms of sites, size, types, tenure and affordability to meet the needs of a growing and ageing population.” and “To deliver high quality sustainable new communities.”

This Chapter takes forward policies within Chapters 5 – Living Places and Chapter 6 – Prosperous Places, through site specific policies to achieve:

- **Strategic Allocation Mixed Use Sites:** Sites that are expected to accommodate homes, jobs and community assets. These are listed as Policies SAMU1 – 5;
- **Strategic Allocation Housing:** Sites that are expected to principally deliver between 100-300 homes. These are listed as Policies SAH1 – 3; and
- **Medium Site Allocations:** Sites that are expected to principally deliver between 10 -100 homes; and
- **Strategic Allocations for Employment:** Sites expected to deliver jobs principally in the B category of the Use Class Order; namely office, light industrial, distribution and storage.

Note housing small sites of 9 or less are accommodated by windfall and current consent allowances in Chapter 5 and therefore do not have site specific policies.

9.1 EDME Maltings, Mistley

- 9.1.1** Policy SAMU1 below sets out specific requirements for this development. Any planning application for development will be expected to comply with this policy, along with other relevant policies, in the Local Plan. The Council will work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings economic, social and environmental benefit to the community and the wider district.
- 9.1.2** The site is split over two plots: the smaller plot to the north of High Street fronting on to the River Stour and the larger plot to the south of High Street.

- 9.1.3** EDME Maltings is expected to become vacant and available for redevelopment during the Plan period. A mixed-use scheme is appropriate for that part of the site to the south of the High Street. This will include a residential element containing a mix of dwelling types; and an employment element providing an equal level of employment to that already in existence on site, ancillary recreation and leisure facilities.
- 9.1.4** Given the Conservation Area status of the site, the listed buildings and its central location in Mistley, emphasis must be placed on a high quality of design and the integration of any development with the existing character and appearance of the village.
- 9.1.5** A Transport Assessment must be submitted with any planning application to identify suitable means of access and, where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services; infrastructure; cycle; pedestrian and bridleway infrastructure enhancements.

Policy SAMU1

DEVELOPMENT AT EDME MALTINGS, MISTLEY

Land to the north and south High Street, Mistley (EDME Maltings), shown on the Policies Map as site SAMU1, is allocated for a residential led mixed-use development as follows:

- a. at least 150 new homes of a mixed size and type to include affordable housing as per the Council's requirements;*
- b. at least 0.13 hectares of land for employment;*
- c. recreation and leisure uses, subject to market demand;*

Proposals must accord with the following:

- d. assessment of any impact on nature conservation, including on the Stour and Orwell Estuaries SPA and Ramsar site, should be undertaken. Development will only be permitted where a project level assessment has demonstrated in accordance with the Habitat Regulations, that any proposal will not adversely affect the integrity of the Stour and Orwell Estuaries SPA and Ramsar site, either alone or in-combination. If significant effects are considered likely, an appropriate mitigation strategy should be submitted or compensatory habitat provided;*
- e. the principal point of vehicular access to both the northern and southern plots will be via the existing accesses off High Street (with improvements where necessary and/or appropriate);*
- f. capacity and/or safety enhancements to the local highway network where necessary;*

g. where necessary, enhancements to public transport, cycle, pedestrian, and bridleway infrastructure. In particular, enhancement of the Essex Way must be delivered;

h. views across the Stour Estuary must be maintained;

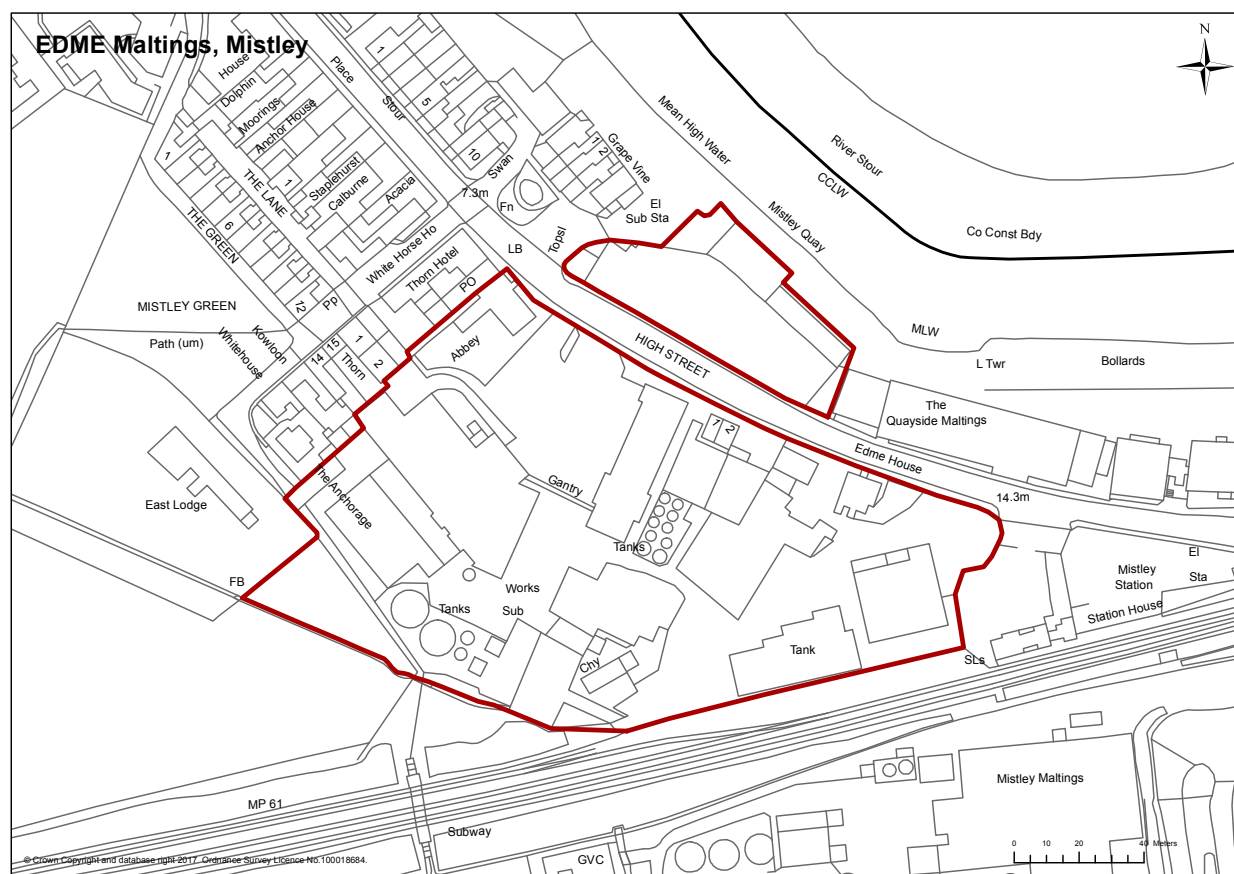
i. delivery of opportunities for the protection and enhancement of the historic environment (having particular regard to the maritime heritage of the area);

j. protection of the adjoining nature conservation interests, biodiversity and landscape quality during construction work and thereafter;

k. financial contributions to primary and secondary education provision as required by the Local Education Authority either through the Community Infrastructure Levy or Section 106 Planning Obligations;

l. regards must be given to ensure public accessibility to the registered Village Green.

Map - EDME Maltings



9.2 Hartley Gardens, Clacton

Policy SAMU2 below sets out specific requirements for this development site. The overall vision for this location is to deliver a high quality comprehensively planned new sustainable neighbourhood to include 1700 homes, although it is anticipated only 800-1,000 will be delivered within this Plan period. Any planning applications for development will be expected to comply with, and assist in the delivery of these concepts and requirements along with other relevant policies in the Local Plan. The Council will work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings economic, social and environmental benefit to the community and the wider district.

As there currently is insufficient capacity available in the wider area for the treatment of foul water, it is important that negotiations take place with Anglian Water at an early stage to ensure that sufficient capacity in the local foul water system is being created to accommodate the new development. In particular, this development must ensure increased capacity at the water recycling centres in Clacton or Jaywick to accommodate the additional growth.

A Transport Assessment must be submitted with any planning application to identify suitable means of access. Where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services and infrastructure; cycle; pedestrian and bridleway infrastructure enhancements will be provided. The development will necessitate a new road to be constructed from the B1442/A133 roundabout to the B1027 (St Johns Road).

The Council will work with Network Rail, bus and train operators, Essex County Council and developers to explore opportunities to make improvements to Clacton-on-Sea train station; including improvements to facilities, frequency of services and the interchange between bus and rail transport.

Policy SAMU2

DEVELOPMENT AT HARTLEY GARDENS, CLACTON

Land north of Bockings Elm and west of A133 shown on the Policies Map as site SAMU2, is allocated for mixed use development as follows:

- a. 800-1,000 new homes of mixed sizes and types to include affordable housing as per the Council's requirements up to 2033;*
- b. at least 7 hectares of land for employment;*
- c. 2.1 hectares of land for a new primary school with co-located 56 place early years and childcare facility (D1 use) as required by the Local Education Authority through Section 106 Planning Obligations;*
- d. 1 hectare of public open space;*

Proposals must accord with the following:

- e. inclusion of a master planned approach which addresses the opportunities for further development post-2033;*
- f. inclusion of a new link road between the A133 and B1027 along the north western boundary of the site. The principal points of vehicular access must be from the new link road;*
- g. capacity and/or safety enhancements to the local highway network where necessary;*
- h. where necessary, enhancements to public transport, cycle, pedestrian and bridleway infrastructure;*
- i. inclusion of appropriate flood risk mitigation measures and SUDs;*

j. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures;

k. where an archaeological evaluation (trial trenching where necessary) identifies surviving archaeological deposits, an appropriate mitigation strategy for preservation in situ or by excavation should be submitted;

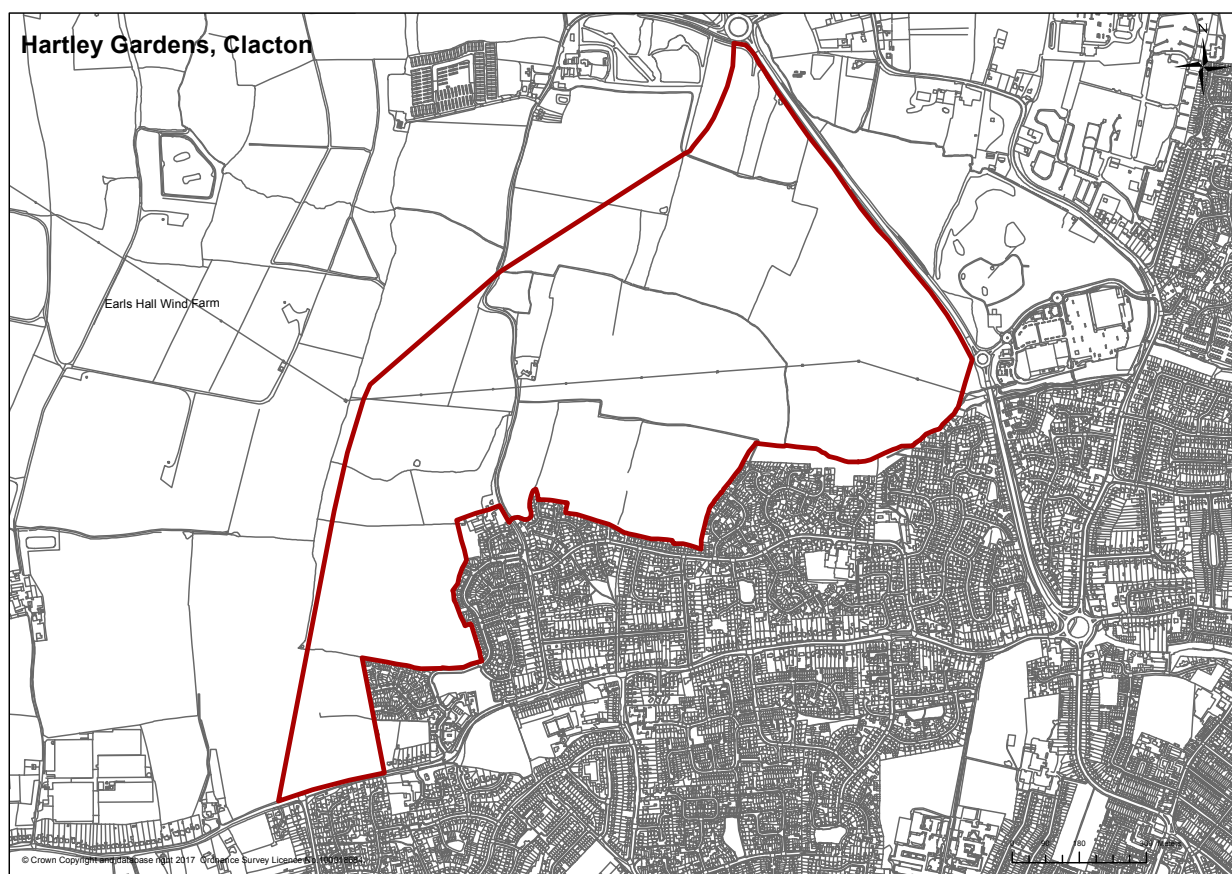
l. due regard should be given to the setting and significance of other heritage assets in the locality;

m. incorporation of upgrades to both treatment infrastructure, network, water and drainage strategy to serve the new development;

n. financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority through Section 106 Planning Obligations;

o. financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligations.

Map - Hartley Gardens



9.3 Oakwood Park, Clacton

Policy SAMU3 below sets out specific requirements for the extension of a committed development site at Oakwood Park (15/01781/OUT). This extended mixed-use development includes 750 homes, of which 500 are expected to be delivered within this Plan period.

Any planning applications for future development will be expected to comply with and assist in the delivery of this housing requirement along with other relevant policies in the Local Plan. The Council will work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings economic, social and environmental benefit to the community and the wider district.

A watercourse crosses the site which creates an opportunity to deliver a water feature within the site which could serve as a sustainable surface water management system, including an attenuation lagoon. As there will be insufficient future capacity available in the wider area for the treatment of foul water, it is important that engagement with Anglian Water takes place at an early stage to ensure that sufficient capacity in the local foul water system is created to accommodate the new development.

A Transport Assessment must be submitted with any planning application to identify suitable means of access with the firm preference being to utilise the recently built, high capacity, roundabout on Thorpe Road which serves the adjacent commitment to the west. Where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services and infrastructure; cycle; pedestrian and bridleway infrastructure enhancements will be provided.

Policy SAMU3

DEVELOPMENT AT OAKWOOD PARK, CLACTON

Land north of Clacton-on-Sea, between Holland Road and the Oakwood Business Park (Oakwood Park, Clacton), shown on the Policies Map as Site SAMU3, is allocated for a mix of residential development, community facilities and public open space as follows:

- a. 21.1 hectares of new homes of mixed sizes and types to include affordable housing as per the Council's requirements;*
- b. at least 500 new homes to be delivered during the plan period to 2033; to include 180 dwellings which address a specific requirement for accommodation designed for the needs of older residents;*
- c. 3.3 hectares of public open space;*
- d. 2.1 hectares of land for a new primary school with co-located 56 place early years and childcare facility (D1 use) as required by the Local Education Authority through Section 106 Planning Obligations;*
- e. 2.04 hectares of land for care and extra care facilities;*
- f. 1.93 hectares of land for a local centre; and*
- g. 1.0 hectares of land for health care facilities;*

Proposals must accord with the following:

- h. inclusion of development at urban to suburban densities (average of 30 dph) and include a master planned approach which addresses the opportunities for further development post-2033;*
- i. the principal point of vehicular access should be off Thorpe Road through the commitment to the west utilising the recently constructed roundabout and only if necessary a secondary access off Holland Road to the north;*
- j. capacity and/or safety enhancements to the local highway network where necessary;*

k. where necessary, enhancements to public transport, cycle, pedestrian, and bridleway infrastructure;

l. delivery of opportunities for the protection and enhancement of the historic environment features and settings including the built and archaeological environment;

m. where an archaeological evaluation (trial trenching where necessary) identifies surviving archaeological deposits, an appropriate mitigation strategy for preservation in situ or by excavation should be submitted;

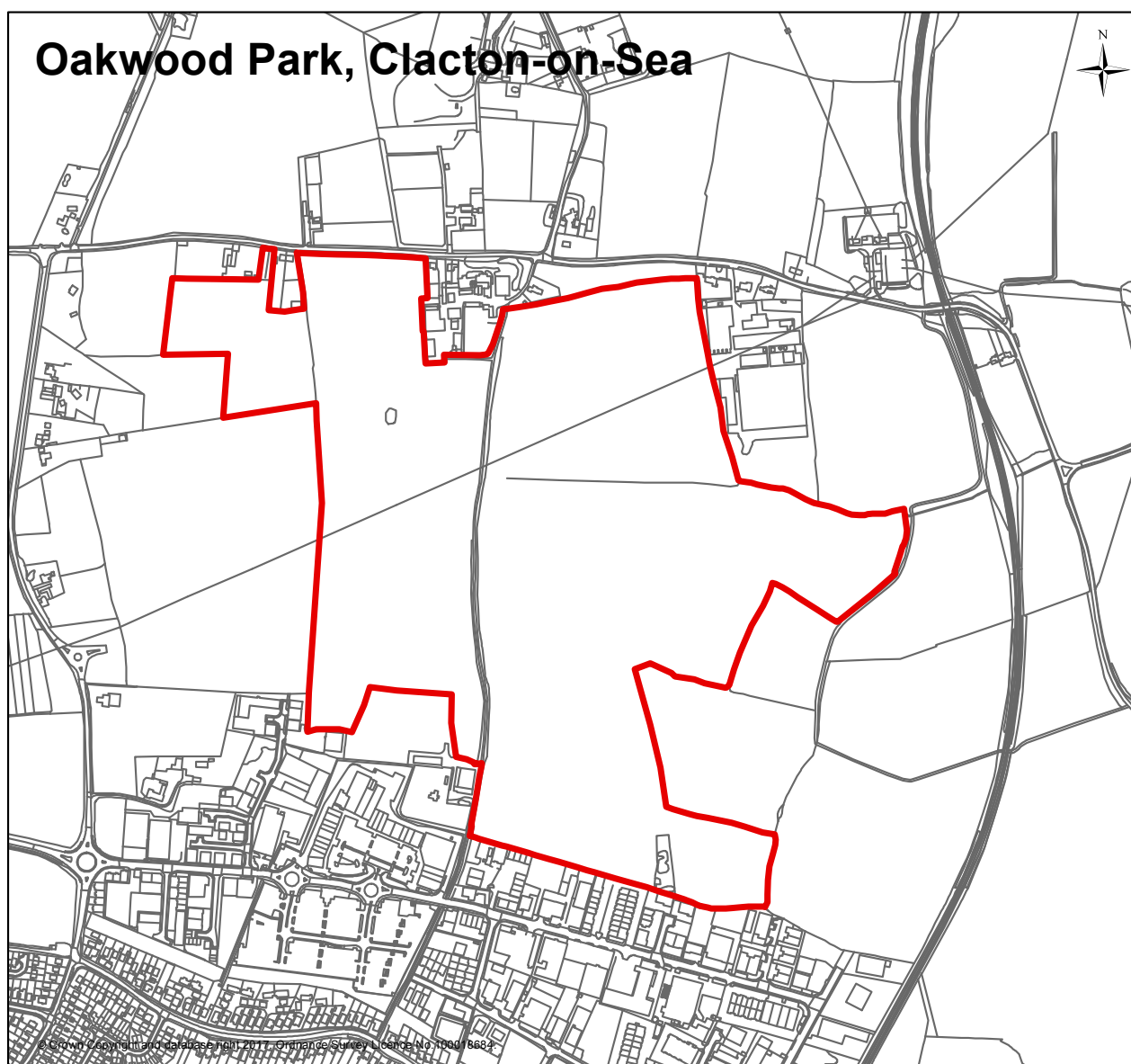
n. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures to deliver links with the existing landscape and access features. As part of this, appropriate landscaping treatment along the northern and eastern fringes of the site is required to minimise visual impacts;

o. financial contributions to early years and childcare, primary and secondary education provision, as required by the Local Education Authority primarily through Section 106 Planning Obligations or the Community Infrastructure Levy;

p. early engagement with Anglian Water to secure upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development;

q. financial contributions towards community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligations.

Map - Oakwood Park



9.4 Rouses Farm, Clacton

Policy SAMU4 below sets out specific requirements for this site. The western and north-western periphery of Clacton is relatively unaffected by significant physical and environmental constraints. As well as providing a mix of new housing, this development will provide land for a new primary school, a new primary health care centre and a significant area of new open space. The non-housing elements of the development will deliver a number of local jobs in the public and private sector, particularly in health and education. The overall increase in new households will help support growth in the wider economy including spending and investment in the town centre and other service-sector industries.

A Transport Assessment must be submitted with any planning application to identify suitable means of access. Where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services and infrastructure; cycle; pedestrian and bridleway infrastructure enhancements will be provided.

Any planning applications for development will be expected to comply with, and assist in the delivery of these concepts and requirements along with other relevant policies in the Local Plan. The Council will work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings economic, social and environmental benefit to the community and the wider district.

As there is currently insufficient capacity available in the wider area for the treatment of foul water, it is important that engagement with Anglian Water takes place at an early stage to ensure that sufficient capacity in the local foul water system is being created to accommodate the new development. In particular, it should be ensured that there is sufficient capacity at the water recycling centre in Jaywick to accommodate the additional growth.

Policy SAMU4

DEVELOPMENT AT ROUSES FARM, JAYWICK LANE, CLACTON

Land at Rouses Farm, west of Jaywick Lane and south of St. John's Road, Clacton-on-Sea, as defined on Policies Map as SAMU4, is allocated for a mix of residential development, community facilities and public open space as follows:

- a. at least 850 new homes of mixed sizes and types to include affordable housing as per the Council's requirements up to 2033 and features to support a range of housing sizes and types to reflect the needs of the area requirements;*
- b. a new primary school with co-located 56 place early years and childcare facility(D1 use) on 2.1 hectares of land as required by the Local Education Authority through Section 106 Planning Obligations;*
- c. a new neighbourhood centre.*
- d. a site for a new healthcare facility to meet the primary health care needs of the growing population in West Clacton;*
- e. a minimum of 5 hectares of public open space;*

Proposals must accord with the following:

- f. inclusion of a master planned approach;*
- g. the principal points of vehicular access will be off St John's Road in the north and Jaywick Lane in the south;*

h. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures to deliver links with the existing landscape and access features. As part of this, a minimum 20 metre landscaping buffer along the western edge of the site is required to minimise visual impacts;

i. the layout of the site is expected to include a new spine road with a carriageway width of 6.75 metres, linking St John's Road and Jaywick Lane, which is capable of accommodating buses and other large vehicles, enabling traffic calming measures or access restrictions to be implemented in Jaywick Lane which will benefit existing residents in that area;

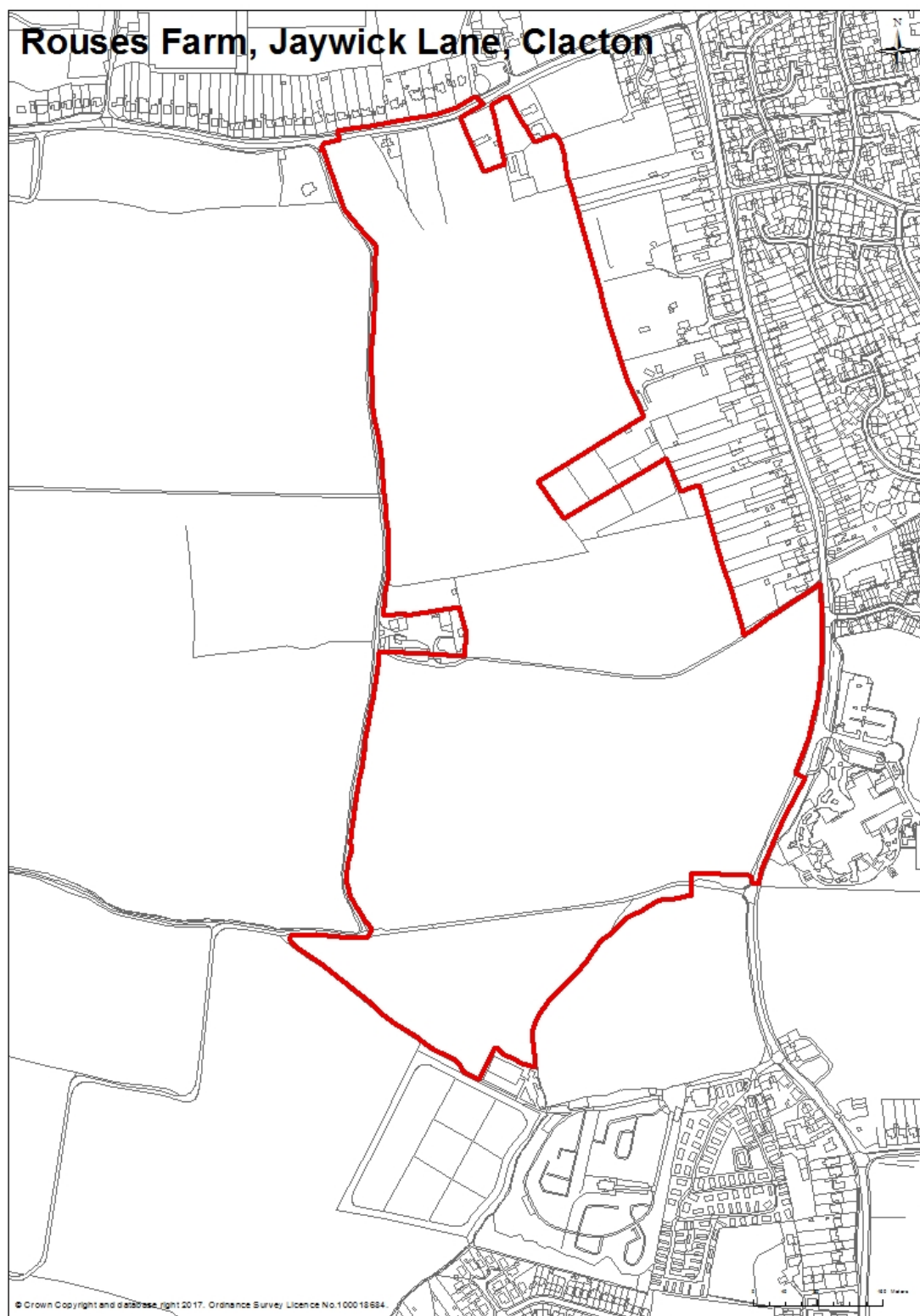
j. where necessary and/or appropriate, incorporation of highway capacity, safety, public transport, cycle, pedestrian and bridleway service and/or infrastructure enhancements. A safe cycle path/footpath between the development and the Clacton Coastal Academy and new Primary School is required;

k. a financial contribution to early years and childcare and secondary education provision, as required by the Local Education Authority through Section 106 Planning Obligations;

l. delivery of opportunities for the protection and enhancement of the historic environment features and settings including the built and archaeological environment;

m. early engagement with Anglian Water to secure upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development.

Map - Rouses Farm, Jaywick Lane, Clacton



9.5 South of Thorpe Road, Weeley

Policy SAMU5 below sets out specific requirements for this site. Any planning applications for development will be expected to comply with, and assist in the delivery of these concepts and requirements along with other relevant policies in the Local Plan. The Council will work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings economic, social and environmental benefit to the community and the wider district.

A Transport Assessment must be submitted with any planning application to identify suitable means of access. Where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services and infrastructure; cycle and pedestrian infrastructure enhancements will be provided.

The Council will work with Network Rail, bus and train operators and developers to explore opportunities to make improvements at Weeley station. This will include improvements to facilities, frequency of services, the interchange between bus and rail transport and to support development around the railway station that would help to facilitate this.

Policy SAMU5

DEVELOPMENT SOUTH OF THORPE ROAD, WEELEY

Land south of Thorpe Road, Weeley, shown on the Policies Map as site SAMU5, is allocated for mixed use development as follows:

- a. at least 280 new homes of a mixed size and type to include affordable housing as per the Council's requirements;*
- b. 1 hectare of land for employment (potentially utilising buildings at Ash Farm);*
- c. 1 hectare of public open space;*
- d. 2.1 hectares of land for a new primary school with co-located 56 place commensurate early years and childcare facility (D1 use) as required by the Local Education Authority through Section 106 Planning Obligations;*

Proposals must accord with the following:

- e. the principal point of vehicular access will be off Thorpe Road;*
- f. capacity and/or safety enhancements to the local highway network where necessary;*
- g. where necessary, enhancements to public transport, cycle and pedestrian infrastructure;*
- h. provision of a pedestrian/cycle bridge over the railway line, as a replacement for the existing level crossing prior to the occupation of the one-hundredth dwelling;*

i. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures;

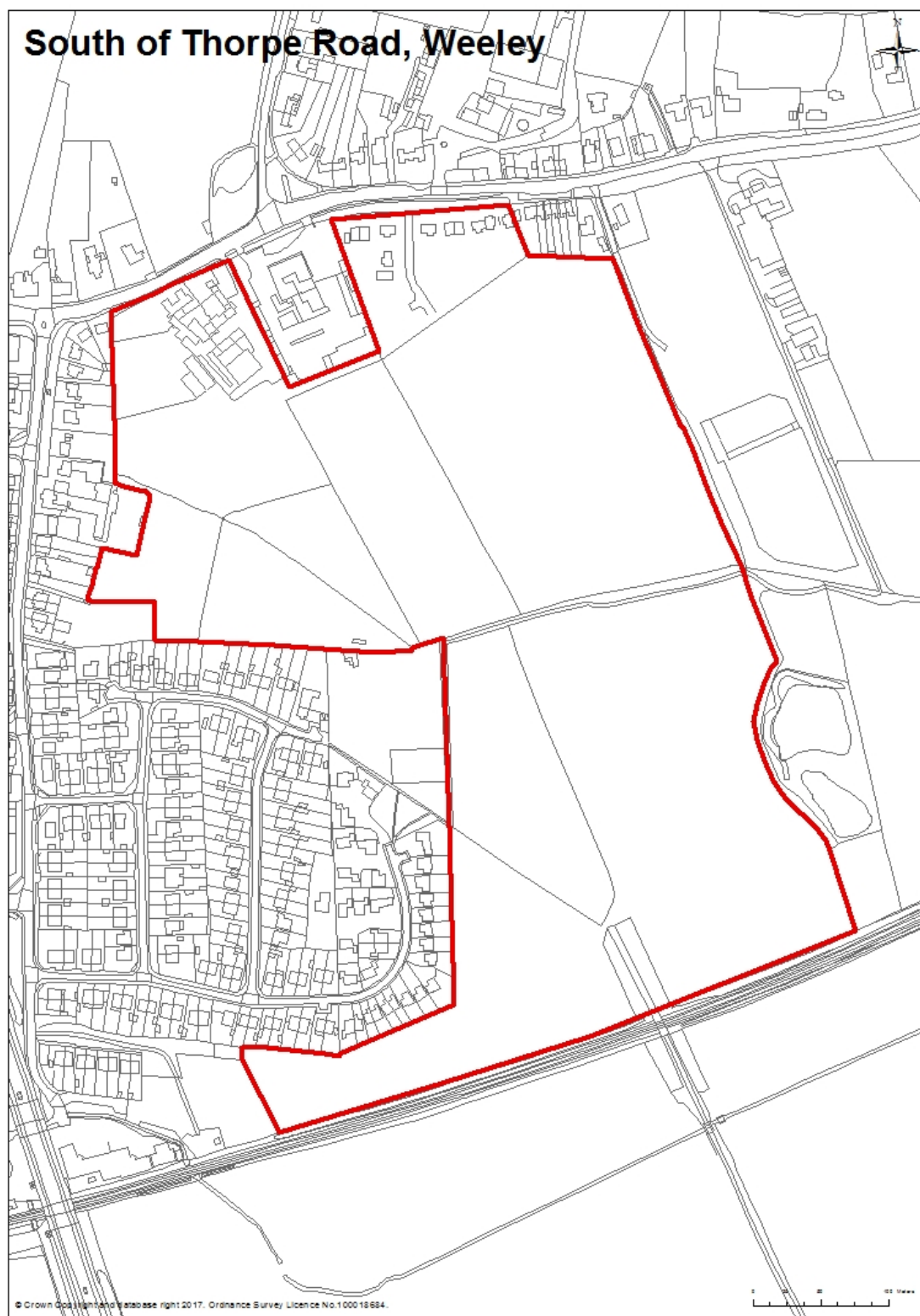
j. delivery of opportunities for the protection and enhancement of the historic environment including the built and archaeological environment;

k. early engagement with Anglian Water to secure upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development;

l. a financial contribution to early years and childcare, primary and secondary education provision, as required by the Local Education Authority through Section 106 Planning Obligations;

m. financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligations.

Map - South of Thorpe Road, Weeley



9.6 Greenfield Farm, Dovercourt

- 9.6.1** Policy SAH1 below sets out specific requirements for this development site. Any planning application for development will be expected to comply with, and assist in the delivery of these concepts and requirements along with other relevant policies in the Local Plan. The Council will work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings economic, social and environmental benefit to the community and the wider district.
- 9.6.2** A Transport Assessment must be submitted with any planning application to identify suitable means of access. Where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services and infrastructure; cycle; pedestrian and bridleway infrastructure enhancements will be provided.
- 9.6.3** The Council will work with Network Rail, bus and train operators and developers to explore opportunities to make improvements at Dovercourt station. This will include improvements to facilities, frequency of services, the interchange between bus and rail transport and to support development around the railway station that would help to facilitate this.

Policy SAH1

DEVELOPMENT AT GREENFIELD FARM, DOVERCOURT

a. at least 164 new homes of a mixed size and type to include affordable housing as per the Council's requirements;

b. minimum of 0.7 hectares of public open space;

Proposals must accord with the following:

c. the principal point of vehicular access will be off Main Road;

d. capacity and/or safety enhancements to the local highway network where necessary;

e. where necessary, enhancements to public transport, cycle, pedestrian, and bridleway infrastructure

f. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures;

g. the development must also pay specific regard to the topography of the site;

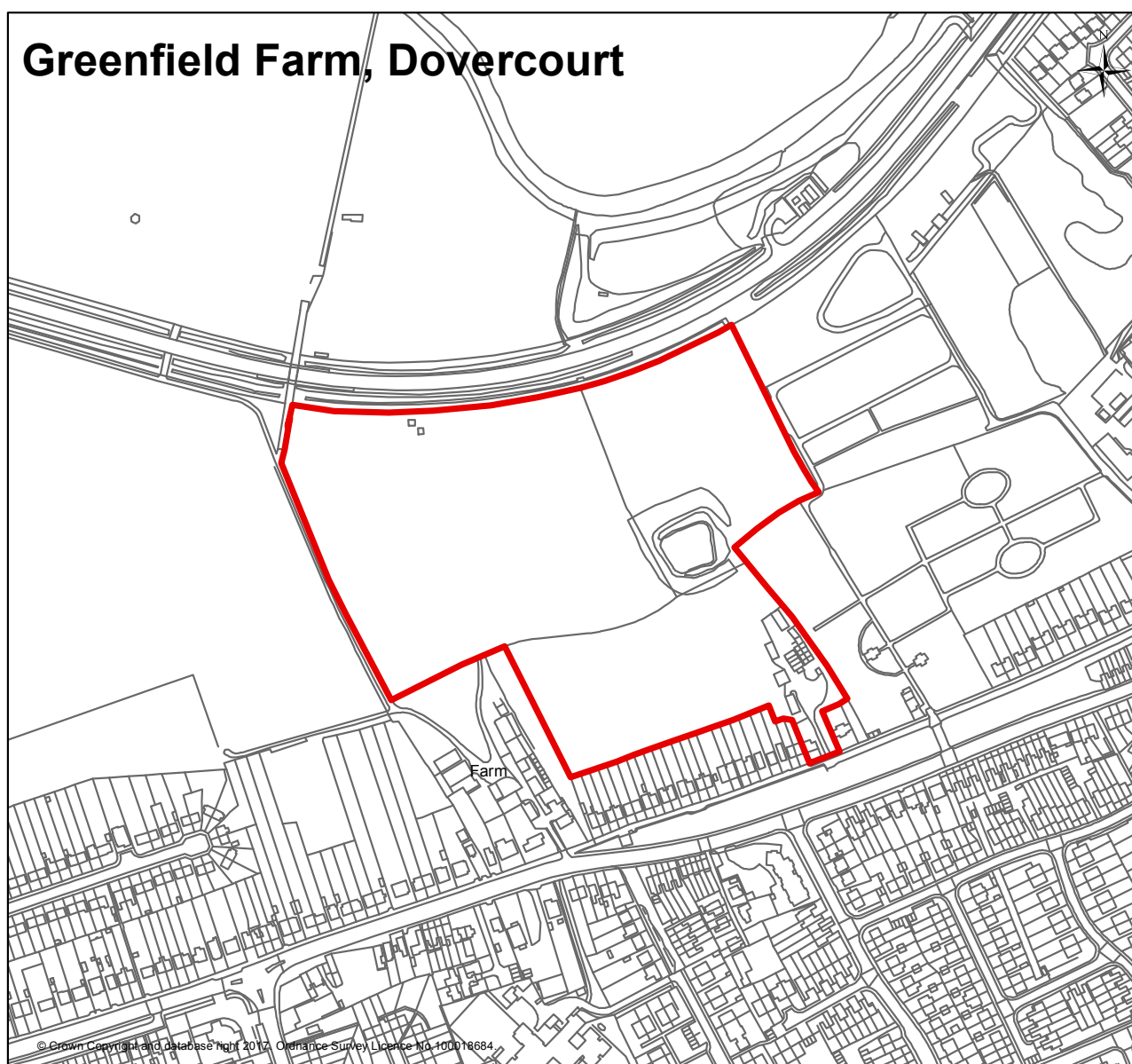
h. the design and layout of the development incorporates or enhances important existing site features (including the on-site pond) of ecological or amenity value. Where these features are identified, the applicant must avoid, then mitigate and, as a last resort compensate for adverse impacts upon these;

i. financial contributions to early years and childcare, primary and secondary school provision, as required by the Local Education Authority, primarily through Section 106 Planning Obligations or the Community Infrastructure Levy;

j. early engagement with Anglian Water to secure upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development;

k. financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligation.

Map - Greenfield Farm



9.7 Low Road, Dovercourt

Policy SAH2 below sets out specific requirements for this development site. Any planning applications for development will be expected to comply with, and assist in the delivery of these concepts and requirements along with other relevant policies in the Local Plan. The Council will work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings economic, social and environmental benefit to the community and the wider district.

A Transport Assessment must be submitted with any planning application to identify suitable means of access. Where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services and infrastructure; cycle; pedestrian and bridleway infrastructure enhancements will be provided.

The Council will work with Network Rail, bus and train operators and developers to explore opportunities to make improvements at Dovercourt station. This will include improvements to facilities, frequency of services, the interchange between bus and rail transport and to support development around the railway station that would help to facilitate this.

Policy SAH2

DEVELOPMENT LOW ROAD, DOVERCOURT

Low Road, Dovercourt, shown on the Policies Map as site SAH2, is allocated for housing development as follows:

a. at least 300 new homes of a mixed size and type to include affordable housing as per the Council's requirements;

b. minimum of 5 hectares of public open space;

Proposals must accord with the following:

c. the principal point of vehicular access will be off Low Road;

d. capacity and/or safety enhancements to the local highway network where necessary;

e. where necessary, enhancements to public transport, cycle, pedestrian, and bridleway infrastructure

f. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures;

g. the development must also pay specific regard to the topography of the site;

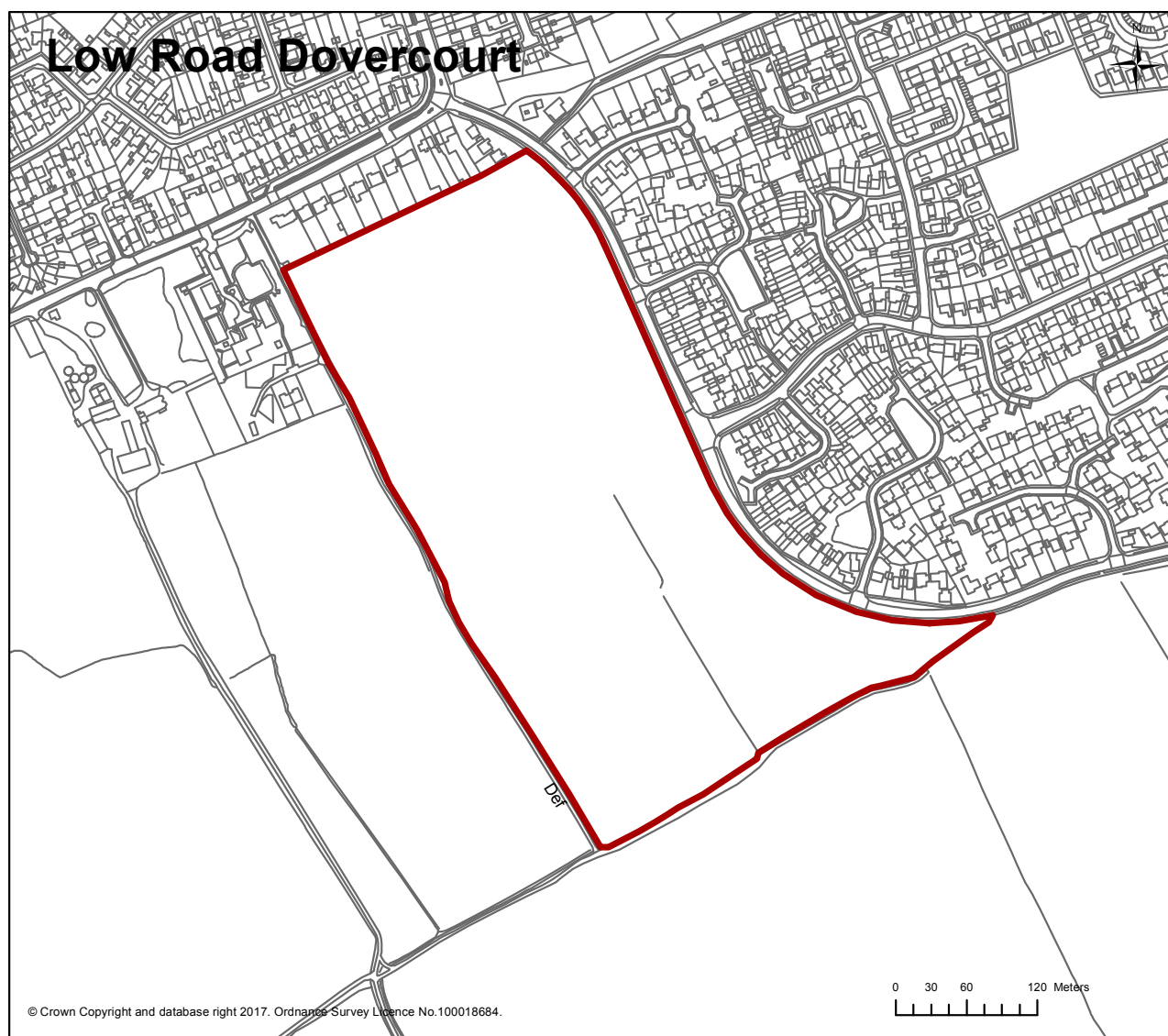
h. the design and layout of the development incorporates or enhances important existing site features of ecological or amenity value. Where these features are identified, the applicant must avoid, then mitigate and, as a last resort compensate for adverse impacts upon these;

i. financial contribution to early years and childcare, primary and secondary education provision, as required by the Local Education Authority primarily through Section 106 Planning Obligations or the Community Infrastructure Levy;

j. early engagement with Anglian Water to secure upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development;

k. financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligation.

Map - Low Road



9.8 Robinson Road, Brightlingsea

9.8.1 Policy SAH3 below sets out specific requirements for this development which are supplemented by the concept diagram. Any planning applications for development will be expected to comply with, and assist in the delivery of these concepts and requirements along with other relevant policies in the Local Plan. The Council will

work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings economic, social and environmental benefit to the community and the wider district.

- 9.8.2** A Transport Assessment must be submitted with any planning application to identify suitable means of access. Where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services and infrastructure; cycle; pedestrian and bridleway infrastructure enhancements will be provided.
- 9.8.3** The Council will work with public transport providers to explore opportunities to improve the service provided.

Policy SAH3

DEVELOPMENT ROBINSON ROAD, BRIGHTLINGSEA

Robinson Road, Brightlingsea, shown on the Policies Map as site SAH3, is allocated for housing development as follows:

- a. at least 115 new homes of a mixed size and type to include affordable housing as per the Council's requirements;*
- b. Minimum of 0.56 hectares of public open space including a LEAP;*

Proposals must accord with the following:

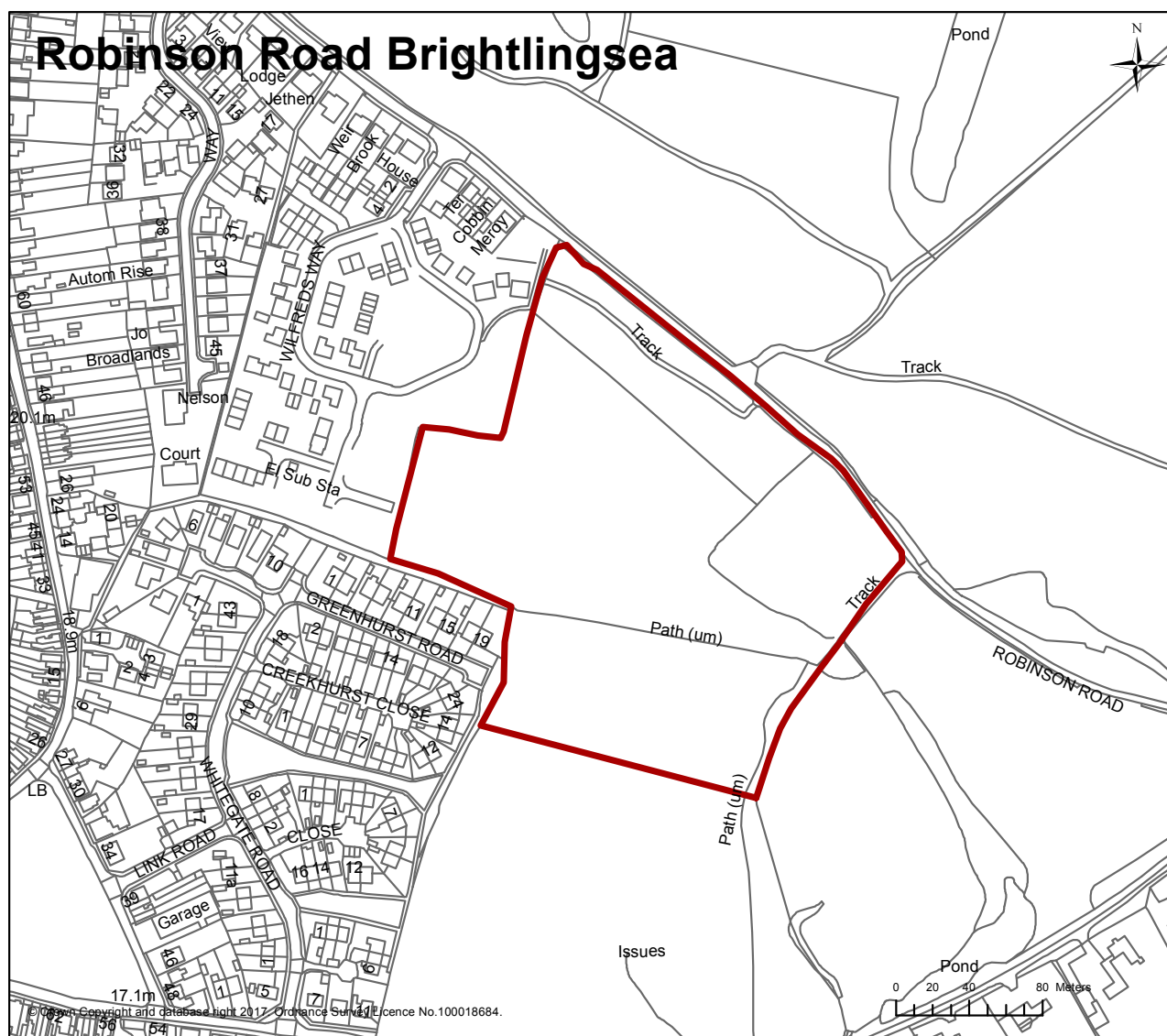
- c. the principal point of vehicular access will be off Robinson Road;*
- d. capacity and/or safety enhancements to the local highway network where necessary;*
- e. where necessary, enhancements to public transport, cycle, pedestrian, and bridleway infrastructure;*
- f. the design and layout of the development must have regard to the setting and significance of any historic features and buildings in the locality;*
- g. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures, in particular, the nationally designated sites;*
- h. delivery of opportunities for the protection and enhancement of the historic environment including the built and archaeological environment;*
- i. the design and layout of the development incorporates or enhances important existing site features of ecological or amenity value. Where these features are identified, the applicant must avoid, then mitigate and, as a last resort compensate for adverse impacts upon these;*

j. a financial contribution to early years and childcare, primary and secondary education provision, as required by the Local Education Authority through Section 106 Planning Obligations;

k. early engagement with Anglian Water to secure any necessary upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development;

l. necessary financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligations.

Map - Robinson Road, Brightlingsea



9.9 Carless Extension, Harwich

- 9.9.1** The Carless Refinery to the west of the village of Parkeston contains a range of large storage tanks to enable the mixing of solvents and other materials. The land incorporating the existing refinery is safeguarded for this continued use. In view of health and safety requirements relating to the operation of the refinery and the need for safeguarded areas around it, only a limited expansion will be possible between the northern boundary of the site and the railway line.
- 9.9.2** Owing to the varied nature of land ownership in the proposed area between Carless Refinery and National Rail, it will be necessary to engage with all parties in order to deliver the most suitable proposal.

Policy SAE1

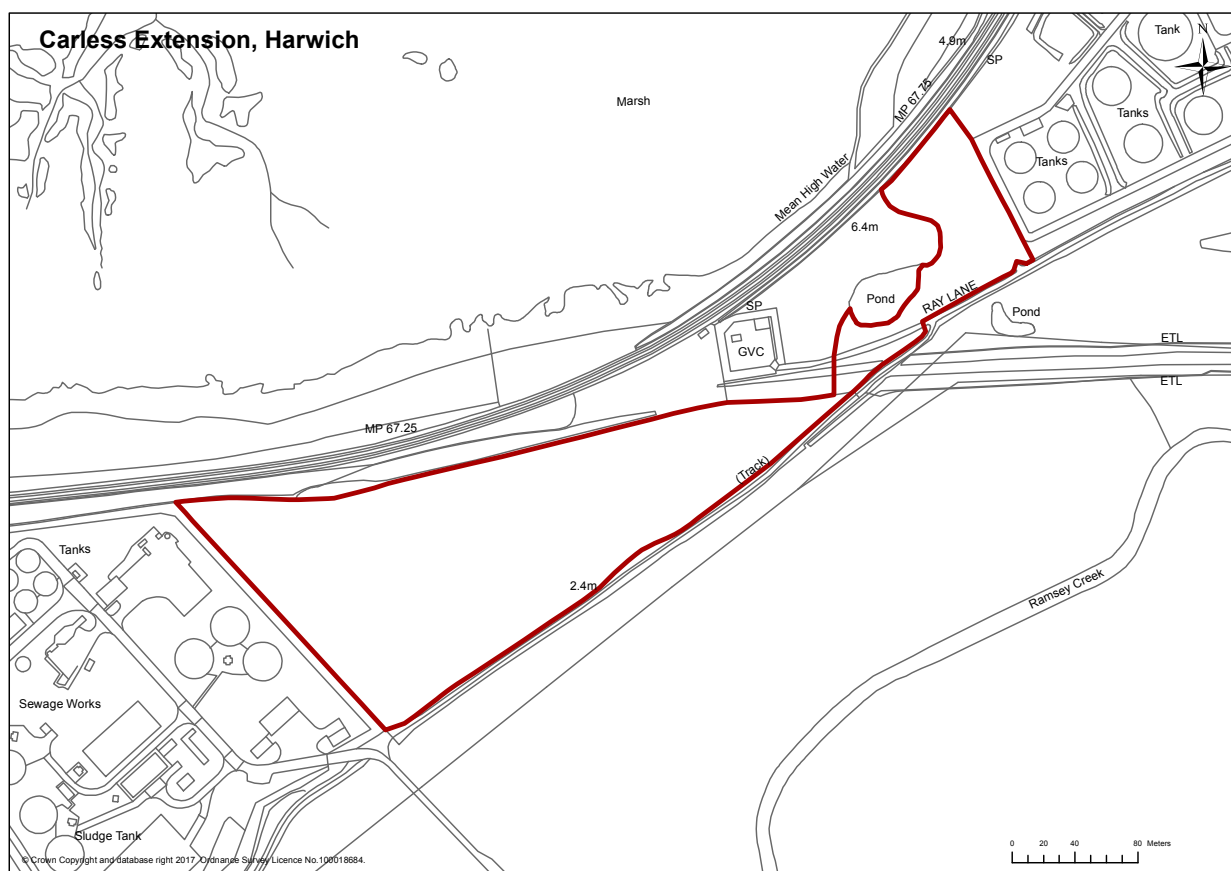
CARLESS EXTENSION, HARWICH

Carless Extension, shown on the Policies Map as site SAE1, is proposed for 4.5 ha of employment use as an extension to the west of the existing refinery.

Proposals must accord with the following:

- a. assessment of any impact on nature conservation, including on the Stour and Orwell Estuaries SPA and Ramsar site, should be undertaken. Development will only be permitted where a project level assessment has demonstrated in accordance with the Habitat Regulations, that any proposal will not adversely affect the integrity of the Stour and Orwell Estuaries SPA and Ramsar site, either alone or in-combination. If significant effects are considered likely, an appropriate mitigation strategy should be submitted;*
- b. assessment of any impact on the landscape character should be undertaken and where impacts are identified, mitigation measures should be submitted including structural landscaping at the southern boundary;*
- c. the proposed development must not compromise the safeguarded mineral transhipment site located in the vicinity. Early engagement with the Minerals Planning Authority is therefore encouraged.*

Map - Carless Extension, Harwich



9.10 South of Long Road, Mistley

9.10.1 Policy SAE2 below sets out specific requirements for development at Land south of Long Road, Mistley. This employment site development is expected to be delivered within this Plan period and is envisaged to include warehousing, distribution yard and office development to accommodate an industrial use. The site benefits from planning permission to include financial and professional services, restaurants and cafes, non-residential institutions and business space (A2, A3, D1 and B1). The additional uses below can be used in conjunction or in-place of the approved land-uses.

Policy SAE2

LAND SOUTH OF LONG ROAD, MISTLEY

Land south of Long Road, Mistley shown on the Policies Map as site SAE2, is allocated for 2 ha of employment use as follows:

a. 2 ha for Businesses/Offices, General Industry and Storage/Distribution (B1, B2 and B8);

Proposals must accord with the following:

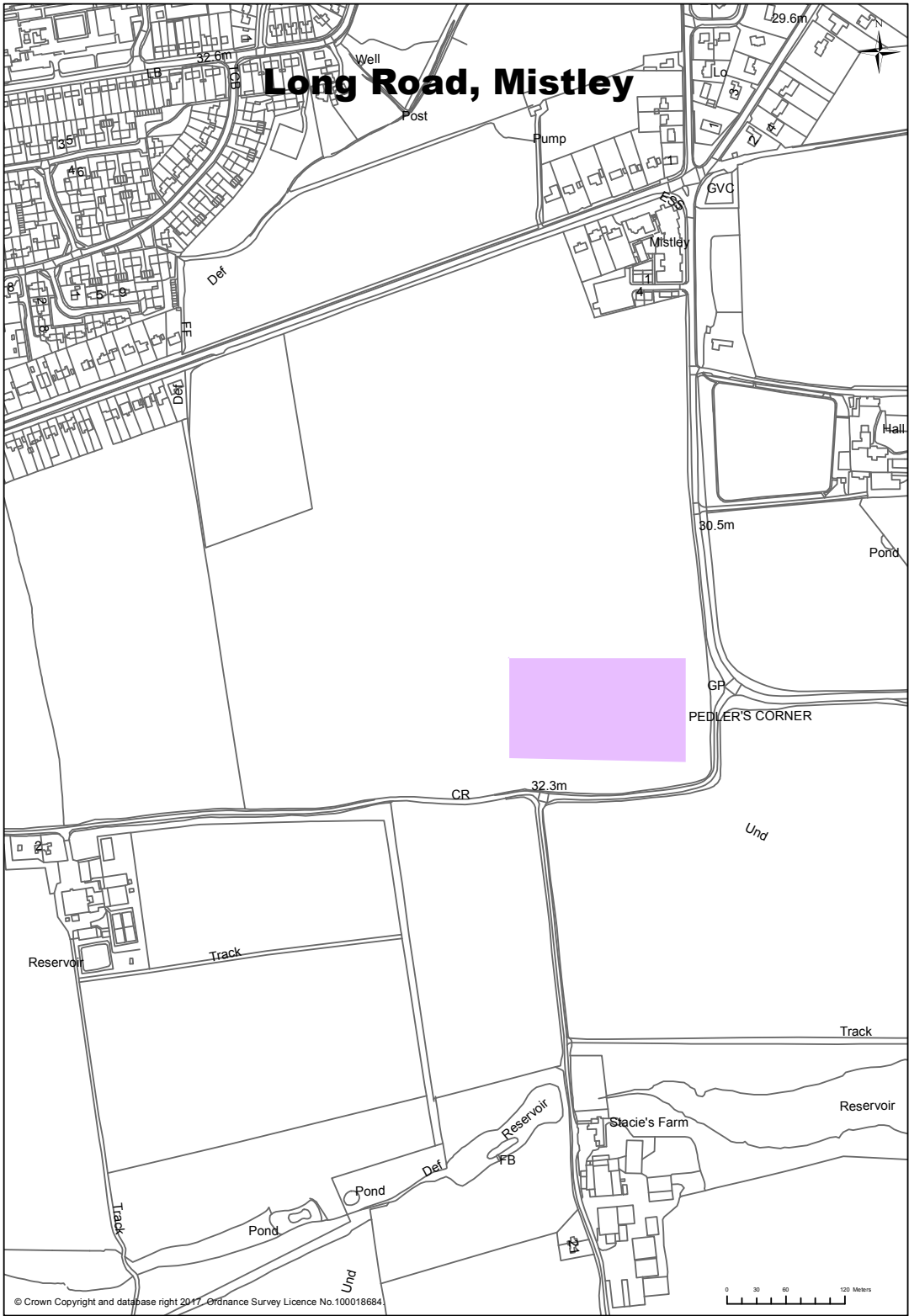
b. the vehicular access will be determined in conjunction with the Highways Authority, based on the type of land uses proposed for the site, consideration will be given to access via Long Road, Dead Lane and/or Clacton Road;

c. where necessary and/or appropriate, incorporation of highway capacity, safety, public transport, cycle, pedestrian and bridleway service and/or infrastructure enhancements;

d. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures; and

e. as the site lies within a Minerals Safeguarding Area, liaison with the Minerals Planning Authority will be required to determine if the submission of a Minerals Resource Assessment is required for any relevant Planning Application.

Map - Long Road, Mistley



9.11 Lanswood Park, Elmstead Market

- 9.11.1** Lanswood Park is an existing high quality, semi-rural commercial development situated to the south of the A133 between Elmstead Market and Frating, five miles west of Colchester. Phases 1 and 2 form a business centre offering commercial and office floorspace which has attracted a wide range of occupiers. The third phase has been completed and let. Phases four and five remain to be developed.
- 9.11.2** Given the on-going success of employment development at this site, it is proposed to extend the existing extent of employment land by way of a further allocation. It is recognised that further development at this site will require a major infrastructure investment to provide an electricity connection to Alresford as the electricity grid capacity has been reached. This is an abnormal cost and yields realised from employment sites in Tendring may not be sufficient to bear this cost and therefore it may make the further phases unviable. In this case the Council will consider an open book appraisal of any enabling development to secure the uplift in land value to fund the electricity cabling works to Alresford.

Policy SAE3

LANSWOOD PARK, ELMSTEAD MARKET

Lanswood Park, phases 4 and 5, shown on the Policies Map as site SAE3, is allocated for 1.2 ha of employment uses.

Additional phases within the allocated site must accord with the following:

- a. the principal point of vehicular access will be off the A133;*
- b. where necessary and/or appropriate, incorporation of highway capacity, safety, public transport, cycle, pedestrian and bridleway service and/or infrastructure enhancements; and*
- c. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures.*

Map - Lanswood Park, Elmstead



9.12 Mercedes Site, Bathside Bay, Harwich

- 9.12.1** The Mercedes Site is located to the east of Bathside Bay. Access into the site is from the north east boundary via the A120. Much of the site is used for storage and therefore offers room for intensification of the existing proximal port facilities. The site comprises flat, open land which has the potential for open storage as well as a large modern industrial warehouse of around 5,000 sqm. Planning permission has already been granted for open air storage and distribution, an office, welfare facilities in the form of porta cabins and the instillation of perimeter and lighting towers on the site.
- 9.12.2** The Mercedes site is included within the larger boundary of the proposed Bathside Bay development. The wider Bathside Bay project has secured planning permission which is subject to a condition that development must be commenced before 2021 (10/0202/FUL). It is considered that the Mercedes site will aid the enabling of this permission by providing a site for the relocation of an existing small boat quay, as well as further facilities. This site is however within a flood zone and has known ground stability issues as well as potentially being contaminated, and any planning application must therefore show how such constraints can be mitigated. Even so, re-use of the site for employment uses would be in accordance with the adjoining uses, and be very well located to port activities. It is therefore intended for the site to be designated as an employment land site for business, industrial, storage and distribution and port related activities.

Policy SAE4

MERCEDES SITE, BATHSIDE BAY

The Mercedes Site, Bathside Bay is shown on the Policies Map as site SAE4 and is proposed for 7.4ha of employment use, including the potential relocation of some aspects of the current port facility.

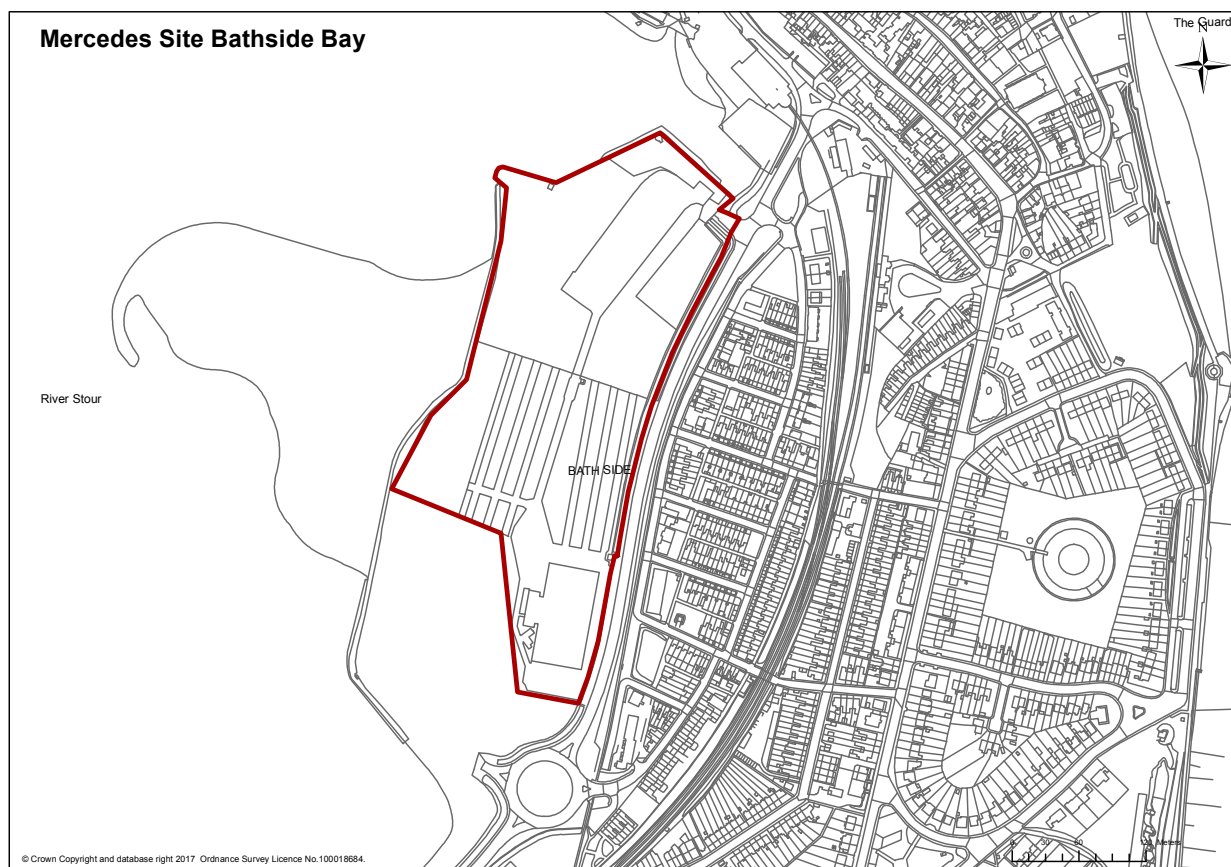
Proposals must accord with the following:

a. assessment of any impact on nature conservation, including on the Stour and Orwell Estuaries SPA and Ramsar site, should be undertaken. Development will only be permitted where a project level assessment has demonstrated in accordance with the Habitat Regulations, that any proposal will not adversely affect the integrity of the Stour and Orwell Estuaries SPA and Ramsar site, either alone or in-combination. If significant effects are considered likely, an appropriate mitigation strategy should be submitted or compensatory habitat provided;

b. development of industrial or warehouse buildings at this site will be subject to overcoming flood risk and ground stability constraints. A contaminated land assessment will also be required to accompany any application; and

c. given the location of the Mercedes site in relation to the wider Bathside Bay project, proposals should be complimentary to the overall facilitation of future development at Bathside Bay.

Map - Mercedes Site, Bathside Bay, Harwich



9.13 Mistley Port and Marine, Mistley

9.13.1 Mistley Quay is currently occupied by Mistley Port, a commercial port handling a range of cargoes, including the transhipment of bulk malts. These operations provide a source of local employment within the warehousing and distribution sectors. The industrial character of the quayside is an important part of the character of the wider Manningtree and Mistley Conservation Area and contributes to Mistley's unique sense of place. As such, the Council is safeguarding this land for port-related development only.

- 9.13.2** The port has the potential to achieve modest growth to meet future demands by developing value-added processing and dredging the channel adjacent to Mistley Quay to allow larger shipping. Improvements to provide additional covered and open storage could also be made on-site subject to the operator's requirements and any necessary planning application approvals.
- 9.13.3** The Mistley Marine site is currently used for the maintenance, construction and breaking of marine vessels, storage and the provision of services to the users of the Estuary, including dredging. This area is safeguarded for marine-related employment and marine-related leisure opportunities although any proposal that would result in the greater intensification of use of Anchor Lane for commercial traffic will not be permitted.
- 9.13.4** The Council supports the port's and Mistley Marine's aspirations for growth in principle but in line with Policy SAE5 and SAE6 below, and other relevant policies in this Local Plan, will not support any proposals that may materially harm the sensitive setting or historic character of the area. Specifically, all proposals for development or change of use within the area defined on the Policies Map for Mistley Port and Mistley Marine, will be required to demonstrate that there would be no material adverse impacts on the adjacent wildlife sites, the setting and character of the Suffolk Coast and Heaths AONB or the proposed extension to this which covers the southern shore of the River Stour. Proposals will also need to respect and seek to enhance the Conservation Area designation and potential existence of heritage assets, including those in the form of archaeological remains. Given the historic importance of the port and marine, the Council may require a full archaeological evaluation to be carried out as part of any relevant planning application.
- 9.13.5** Given the Conservation Area status of the quayside, emphasis will be placed on a high quality of design and the protection or enhancement of the character of the area in accordance with existing guidance.

Policy SAE5

DEVELOPMENT AT MISTLEY PORT

Land associated with Mistley Port, shown on the Policies Map as site SAE6, is safeguarded for port-related development unless it can be demonstrated that there is no reasonable prospect of the development site being used for that purpose (please refer to Policy PP6e).

Proposals for alternative uses will then be considered against other relevant Local Plan policies.

Further to the above, development proposals will need to demonstrate the following:

a. that there would be no material adverse impacts on the adjacent wildlife sites, the character and setting of the Suffolk Coast and Heaths AONB or the proposed extension to this which covers the southern shore of the River Stour;

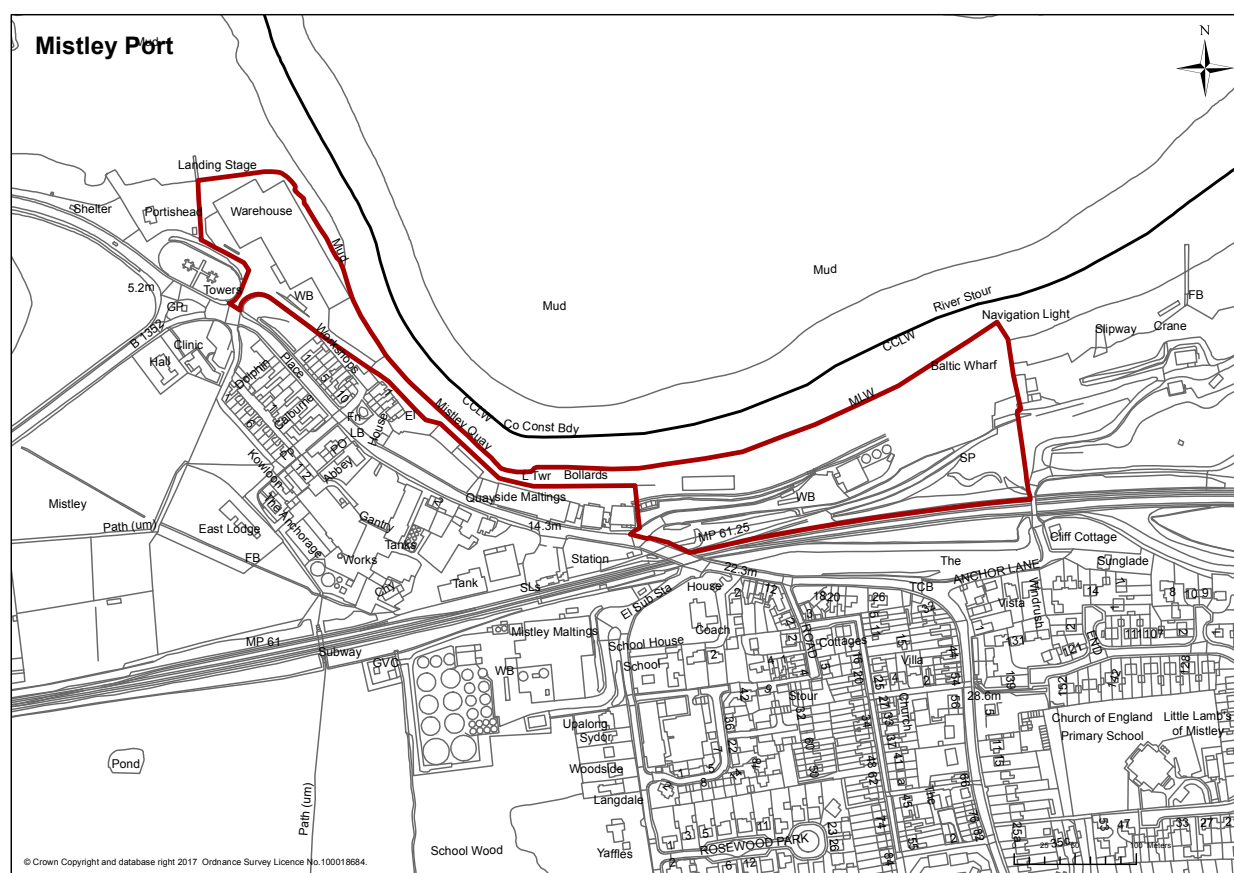
b. that the proposal reflects the Council's desire for the preferred vehicular access of any new development to be via Baltic Wharf and that the Highways Authority can be satisfied that any additional heavy goods vehicles can safely access the port given the width, geometry and building constraints;

c. that the historic character of the area and potential existence of heritage assets, including archaeological remains have been fully considered by the proposal;

d. given the conservation status of the quayside, emphasis will be placed on a high quality of design and the protection or enhancement of the character of the area;

e. regards must be given to ensure public accessibility to the registered Village Green.

Map - Mistley Port, Mistley



Policy SAE6

DEVELOPMENT AT MISTLEY MARINE

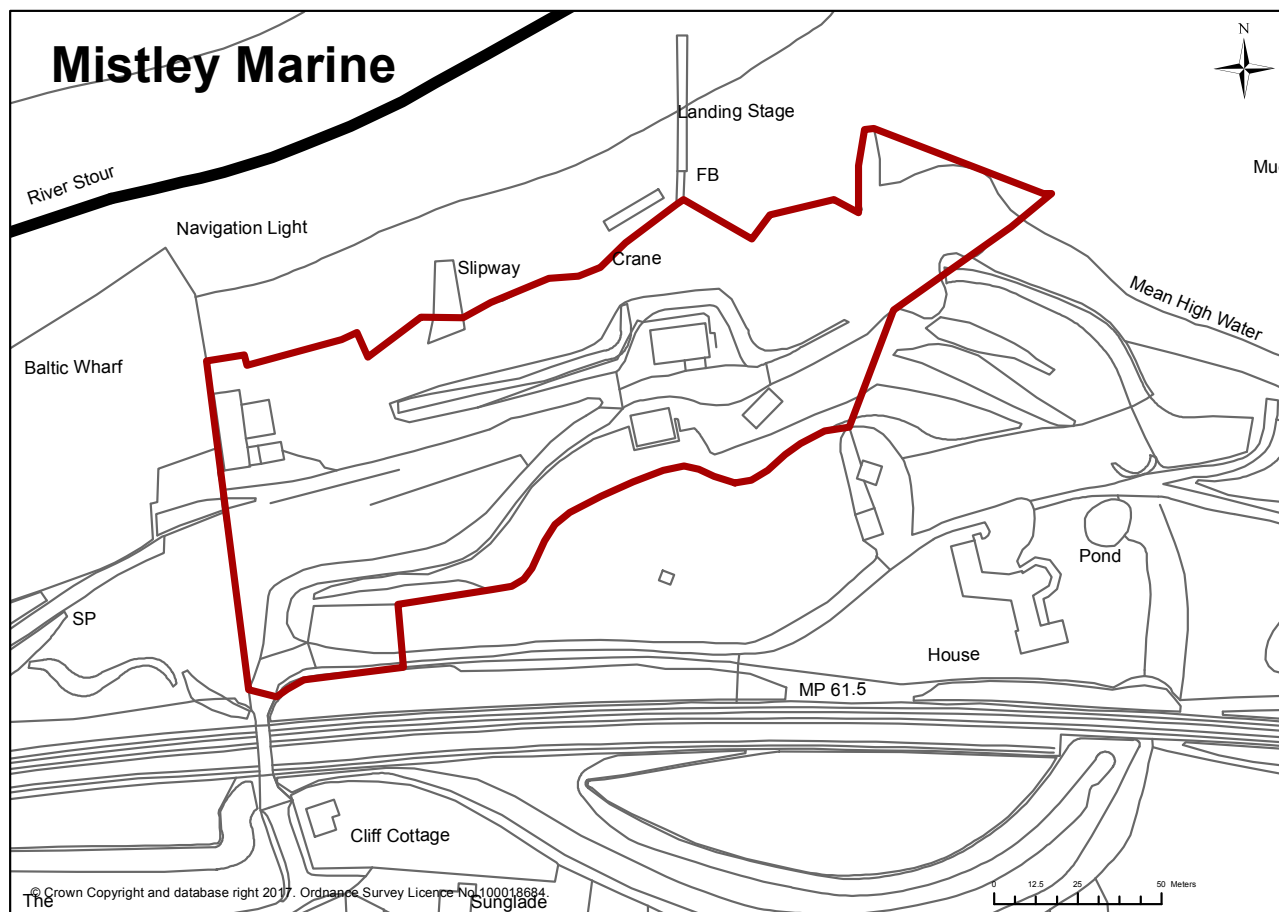
Land associated with Mistley Marine, shown on the Proposals Map as site SAE7, currently consists of marine related services and storage, along with a residential dwelling. The Council will support the retention, enhancement and development of the land for marine-related services, storage and employment, and marine-related leisure development, unless it can be demonstrated that there is no reasonable prospect of the development site being used for those purposes (please refer to Policy PP6e). Alternative uses will then be considered against other relevant Local Plan policies.

Further to the above, any development proposals will need to demonstrate the following:

- a. that there would be no material adverse impacts on the adjacent wildlife sites, the character and setting of the Suffolk Coast and Heaths AONB or the proposed extension to this which covers the southern shore of the River Stour;*
- b. the use will not give rise to unacceptable traffic generation, from that existing;*
- c. that the historic character of the area and potential existence of heritage assets, including archaeological remains have been fully considered by the proposal; and*
- d. given the conservation status of the quayside, emphasis will be placed on a high quality of design and the protection or enhancement of the character of the area.*

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Map - Mistley Marine, Mistley



9.14 Stanton Europark, Parkeston

9.14.1 *Stanton Europark is a brownfield site in single ownership located near to Harwich Port. The site already benefits from an outline planning permission granted in March 2012 for 1.6 hectares of employment uses. Development has already taken place on either side of the proposed site access road. To the west is a retail warehouse park and a supermarket and associated petrol station is located to the east. Development at Stanton Europark has the ability to provide higher value retail and leisure development in addition the employment land designated by this policy.*

9.14.2 *Policy SAE8 below sets out specific requirements for employment development at this location. Any planning applications for development will be expected to comply with and assist in the delivery of these concepts and requirements along with other relevant policies in the Local Plan. The Council will work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings economic, social and environmental benefit to the community and the wider district.*

- 9.14.3** *The layout of any proposed development will need to consider the sewage pipe which crosses the site. The specific foundation designs within the wider proposal will have to take into account the high ground water table on the site and its location within Flood Zone 3a.*
- 9.14.4** *A Transport Assessment must be submitted with any planning application to identify suitable means of access. Where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services and infrastructure; cycle; pedestrian and bridleway infrastructure enhancements will be provided.*

Policy SAE7

STANTON EUROPARK

Stanton Europark, shown on the Policies Map as site SAE8, is allocated for

a. 2-4 ha. of employment uses (B2/B8);

b. retail (A1 use) the quantum of which will need to be determined in accordance with most up-to-date retail needs analysis at the time of the determination of any Planning Application; and

c. leisure uses (D2), which are acceptable within the mix of or in addition to the employment allocation.

Proposals should:

d. provide the principal points of vehicular access via the existing highway network to the east of the Parkeston Bypass;

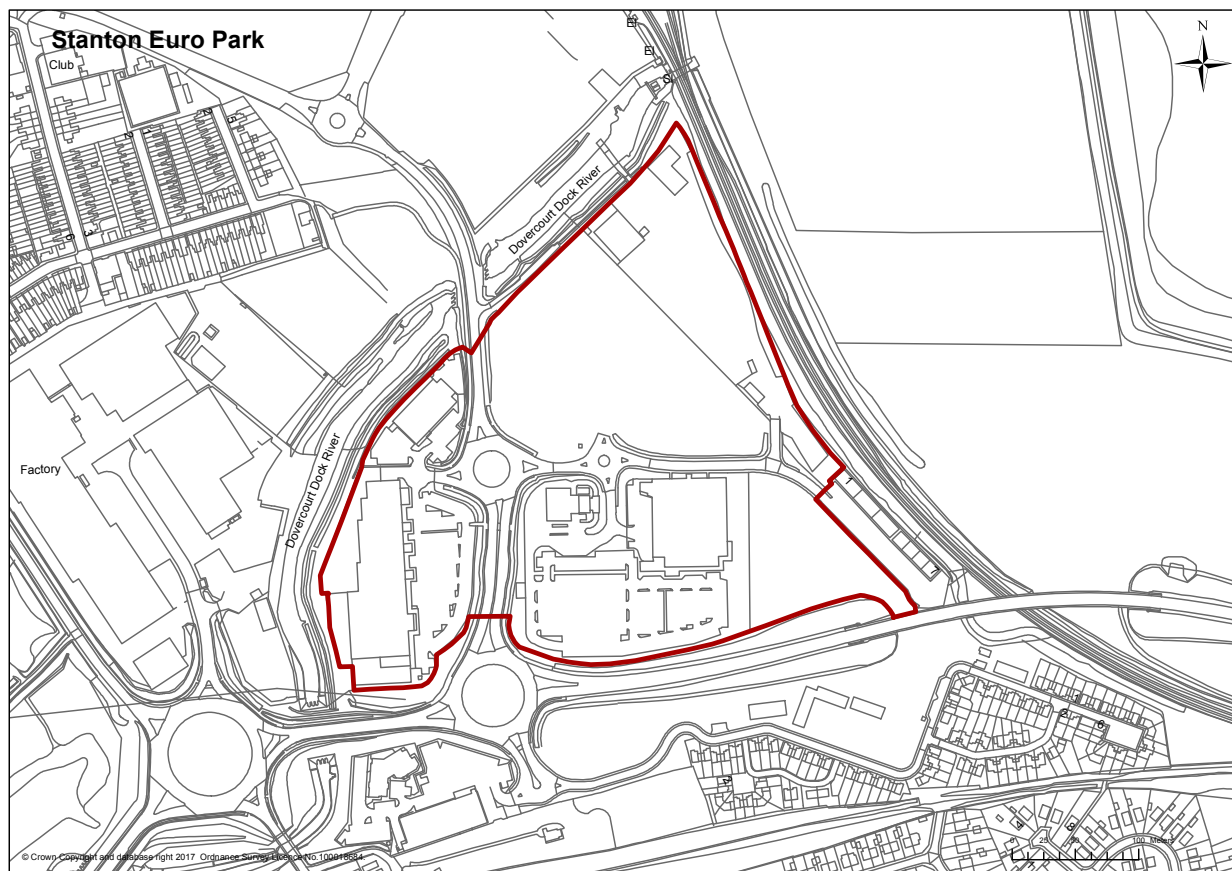
e. where necessary and/or appropriate, incorporate a highway capacity, safety, public transport, cycle, pedestrian and bridleway service and/or infrastructure enhancements;

f. submit a Flood Risk Assessment and Drainage Strategy and include mitigation measures where necessary;

g. ensure that the design, layout and operation of the proposed development will not conflict with the potential mineral transshipment site at the adjacent Parkeston Quay;

h. provide financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligations.

Map - Stanton Europark, Parkeston



10 Delivering Infrastructure

10.0.1 This chapter explains how the policies and proposals within this Local Plan will be implemented, how the Council will monitor their effectiveness in bringing positive changes to the District, how the Council may use its enforcement powers to deal with unauthorised development and how the Council may choose to review the Local Plan to respond to changes in the economy and deal with longer-term development requirements.

10.1 Implementation

10.1.1 This Local Plan will form the ‘Development Plan’ for the District against which all applications for new development will be judged. The Council will use the Local Plan in determining planning applications alongside the National Planning Policy Framework and will take into account any other material considerations.

10.1.2 The implementation of the policies and proposals detailed within this Local Plan will be achieved in a variety of ways. As the Local Planning Authority, Tendring District Council will play a key role. However, the Council will also work with a number of bodies to ensure the implementation of this plan in an integrated and efficient way.

10.1.3 The National Planning Policy Framework emphasises that plans must be deliverable. Local planning authorities need to demonstrate, within reason, that infrastructure is provided to support the delivery of the development planned. The infrastructure planning process seeks to:

- identify infrastructure needs and costs (including where possible phasing of development, funding sources and responsibilities for delivery);
- improve lines of communication between key delivery agencies and the local planning authority, including identifying opportunities for integrated and more efficient service delivery and better use of assets;
- provide evidence for the setting of a Community Infrastructure Levy (CIL);
- be a ‘live’ document that will be used as a tool for helping to deliver infrastructure; and
- set out a process for policy monitoring and review.

10.1.4 In order to ensure that new development delivers sustainable communities, the facilities and service needs must be planned for and monitored. A document called the ‘Tendring - Infrastructure Delivery Plan’ sits alongside this Local Plan. It reviews Tendring’s infrastructure needs for the plan period to 2033. Monitoring of the Local Plan is carried out (at least) annually, through the ‘Tendring District – Authorities Monitoring Report’.

10.1.5 The following organisations will be involved in the implementation of this Local Plan:

Table 10.1 Implementation

| Organisation | Involvement in the Implementation of this Local Plan |
|--|---|
| <p>Tendring District Council</p> <p>Braintree, Chelmsford, Colchester, Essex and Tendring Councils</p> | <ul style="list-style-type: none"> • Determining planning applications in accordance with the Local Plan and any other material considerations. • Preparing and implementing Supplementary Planning Documents and design briefs. • Publishing of registers, schedules, leaflets etc. as appropriate and as resources permit. • Responding to suspected breaches in planning control, investigating alleged cases of unauthorised development and taking action where appropriate. • Liaising and co-operating with statutory undertakers, including Essex County Council as the Highways and Transport Authority and other appropriate agencies (including those listed below) to aid the integration of services and facilities and to ensure sustainable development. • Ensuring evidence across the Housing Market Area is up to date. • Facilitating growth through Local Delivery Vehicles as appropriate. • Preparing joint Development Plan Documents, Masterplans, Supplementary Planning documents as appropriate. |
| <p>Essex County Council (ECC)</p> | <ul style="list-style-type: none"> • Road and transport matters as the Highways and Transport Authority, including the provision of new facilities, on-street parking, road closures, highway safety and other traffic management. • Education and Social Services. • Minerals and waste management as the Minerals and Waste Planning Authority and the Waste Disposal Authority. • Liaising with TDC to aid the integration of services between the two authorities. |

| Organisation | Involvement in the Implementation of this Local Plan |
|--|--|
| | <ul style="list-style-type: none"> • Lead Local Flood Authority. • Lead advisors on Public Health. |
| Public utilities including: British Gas, electricity providers, British Telecommunications plc and Anglian Water | <ul style="list-style-type: none"> • Taking account of the proposals within this Plan in the provision of their services and facilities, which are essential to sustainable, well planned developments. • Liaising with TDC regarding their proposals. |
| Health authorities including the North East Essex Clinical Commissioning Group and any future health bodies | <ul style="list-style-type: none"> • The provision of health facilities in the District. • Liaising with TDC regarding the various proposals for new facilities in the District. |
| Environment Agency | <ul style="list-style-type: none"> • The protection and improvement of the environment. • Controlling pollution. • Implementing environmental legislation. • Regulating the environmental effects of industry. • Advice and guidance as statutory consultee to the local planning authority. • Advice and guidance in relation to drainage and flood protection implications of new development. |
| Highways England | <ul style="list-style-type: none"> • Improvements / new connections to the A120. |
| Network Rail | <ul style="list-style-type: none"> • Implementation of rail infrastructure. • Liaising with TDC regarding their proposals. |
| Conservation Organisations including Heritage England, Natural England and others | <ul style="list-style-type: none"> • The protection and improvement of the historic / natural environment. • Implementing historic / natural environment legislation. • Advice and guidance in relation to listed buildings, conservation areas and other heritage assets / environmental designations and other important habitats. |
| Town and Parish Councils | <ul style="list-style-type: none"> • Providing and managing recreation and community facilities. • Providing an important link between the local community and TDC. |

| Organisation | Involvement in the Implementation of this Local Plan |
|--------------------|---|
| The Private Sector | <ul style="list-style-type: none"> Majority of development carried out during the Local Plan period, including development of new residential properties, new employment and commercial development, and tourist and leisure facilities. |

10.1.6 The Local Planning Authority appreciates that the delivery of new homes and jobs needs to be supported by necessary infrastructure, including a wide range of transport options, utilities, and community facilities. Throughout the consultation of this Local Plan, this issue has been of particular concern to our residents and businesses. The Local Planning Authority has commissioned an Infrastructure Delivery Plan (IDP), to inform the Local Plan, based on other evidence work; studies prepared for the Garden Communities; relevant; topic based national and local studies; and discussions with infrastructure providers. The IDP will sit alongside this plan and provide specifics on the main items of infrastructure required for larger sites, when they are likely to be provided and who will pay for them. Additionally, the policies within Chapter 9 of this plan highlight essential pieces of site specific infrastructure as relevant for certain sites.

The broad categories of necessary infrastructure covered in the IDP include:

- Water and drainage - water supply, waste water, flood risk management and resilience, and water quality.
- Energy - electricity, gas and renewable energy.
- Communications - broadband coverage and provision.
- Leisure and green infrastructure - sport, open space and community facilities.
- Education - early years and childcare, primary, secondary, further education, and higher education.
- Health - hospitals, health centres, GP surgeries, dentists, public health and preventative health care.
- Transport - highways, cycle and pedestrian facilities, rail, bus, park and ride, travel management and car parking.

10.1.7 Infrastructure and community facilities are mainly provided by partner agencies and service providers, such as water and energy provision by the utility companies; highways and social services by Essex County Council; education by a range of public and private sector providers and healthcare services and facilities by the North East Essex Clinical Commissioning Group and National Health Service England

Midlands and East (NHSE) England. The IDP identifies the different investment and development time scales for these providers allowing us to work with them to help deliver a co-ordinated approach to new infrastructure delivery.

- 10.1.8** Telecommunications and digital infrastructure technologies are evolving rapidly, and proposals will need to enable sites to access high quality digital infrastructure including fibre and wireless services (5G and Long Term Evolution i.e. successor technologies) which are accessible from a range of providers.
- 10.1.9** Developers will be expected to contribute towards meeting appropriate infrastructure costs, having regard to overall consideration of viability. This will include contributions to both on-site costs and strategic off-site infrastructure costs. Contributions will be secured under S106 of the Town and Country Planning Act 1990 (as amended) and/or secured through a Community Infrastructure Levy (CIL) as appropriate. CIL will complement and not duplicate planning obligations. A CIL charging schedule linked to this Plan would stipulate a charge, per square metre of gross internal floorspace, for relevant classes of development. A proportion of CIL funds would be passed to Parish/Town councils.
- 10.1.10** In the event that essential infrastructure cannot be appropriately delivered to support new development in spite of best efforts to secure this, policy will be used to restrict development from being commenced or, in certain cases, from being permitted, in the absence of proven infrastructure capacity. When infrastructure cannot be provided within, or is not appropriate to be located on, the development site itself, developers will be expected to make a contribution to the cost to provide what is necessary to support new development.
- 10.1.11** Policy DI1 below sets out generic infrastructure requirements for new development within the District.

Policy DI1

INFRASTRUCTURE DELIVERY AND IMPACT MITIGATION

All new development should be supported by, and have good access to, all necessary infrastructure. Permission will only be granted if it can be demonstrated that there is sufficient appropriate infrastructure capacity to support the development or that such capacity will be delivered by the proposal. It must further be demonstrated that such capacity, as is required, will prove sustainable over time both in physical and financial terms. Where a development proposal requires additional infrastructure capacity, to be deemed acceptable, mitigation measures must be agreed with the Local Planning Authority and the appropriate infrastructure provider. Such measures may include (not exclusively):

- a. *financial contributions towards new or expanded facilities and the maintenance thereof;*

- b. on-site construction of new provision;*
- c. off-site capacity improvement works; and/or*
- d. the provision of land.*

Developers will be expected to contribute towards the delivery of relevant infrastructure. They will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments. Developers and land owners must work positively with the Local Planning Authority, neighbouring authorities and other infrastructure providers throughout the planning process to ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time, in line with published policies and guidance. Exceptions to this policy will only be considered whereby:

- a. it is proven that the benefit of the development proceeding, without full mitigation, outweighs the collective harm;*
- b. a fully transparent, open book viability assessment has proven that full mitigation cannot be afforded, allowing only for the minimum level of developer profit and land owner receipt necessary for the development to proceed;*
- c. full and thorough investigation has been undertaken to find innovative solutions to issues and all possible steps have been taken to minimise the residual level of unmitigated impacts; and*
- d. obligations are entered into by the developer that provide for appropriate additional mitigation in the event that viability improves prior to completion of the development.*

This Policy contributes towards achieving Objective 4 and 5 of this Local Plan.

10.2 Design Briefs

- 10.2.1** Throughout this Local Plan there have been several references to the District Council's intentions to prepare design, development briefs or masterplans for particular sites allocated in this plan, often in partnership with the landowner/developer. These design and development briefs provide guidance to ensure developments meet the requirements of policies in the Local Plan and more detailed design and development requirements. These documents are very important components of the implementation process to ensure the correct kind of development occurs at key strategic allocations.
- 10.2.2** During the life of this Local Plan additional design and development briefs may be required to aid the implementation of the policies and proposals within this plan, along with the preparation of Supplementary Planning Documents (SPD) as and

when required. These will all be prepared in accordance with the National Planning Policy Framework (along with any subsequent replacements or amendments) and will be subject to the necessary procedures prior for their adoption to be used alongside this Local Plan.

11 Monitoring and Review

- 11.0.1** Monitoring and review are key aspects of the planning system, with the emphasis on delivering sustainable development and self-reliant local communities. It will be necessary to monitor policies within the Local Plan to determine the extent to which they are, or are not working. This is an important process to establish whether part, or all, of the Local Plan will be reviewed in the future. They are crucial to the successful delivery of the spatial vision and spatial objectives and policies set out in the Tendring Local Plan.
- 11.0.2** Monitoring will be undertaken on an annual basis, with the result being published at the end of each calendar year in an annual monitoring review. The Local Plan is operating within a Local Development Scheme (LDS).
- 11.0.3** In accordance with the Planning and Compulsory Purchase Act 2004 (as amended), the Council produces an Annual Monitoring Report. This contains an assessment of Development Plan documents that are being prepared against the milestones set out in the Local Development Scheme, and the extent to which policies are being achieved and targets met.
- 11.0.4** The Authority Monitoring Report is the main mechanism for assessing the Local Plan performance and effect. If, as a result of monitoring, areas are identified where a policy is not working, or key targets are not being met, this may give rise to a review of the Local Plan. In addition, this Local Plan through the Annual Monitoring Plan will establish and monitor the implementation and impact of local planning policies in the District.
- 11.0.5** The Local Plan has been subject to sustainability appraisals designed to identify where policies and allocations could have significant effects. It is noted that no significant negative effects were identified. The overarching monitoring framework will be the basis for monitoring the policies in the Local Plan.
- 11.0.6** The critical areas of the plan to be monitored and reviewed will include:
- Housing completions by type, location and availability of land for housing in the future;
 - The completion of serviced employment floorspace, creation of jobs and availability of land for future employment use;
 - The delivery of floorspace to support retail, community and healthcare land use;
 - The protection, enhancement and creation of assets in the natural environment; and
 - The delivery of infrastructure projects and provision of financial contribution towards such schemes.

12 Policies Maps

12.0.1 Please see below links to the Policies Maps; please note, the files sizes for the maps are very large therefore you will need to wait for the download to complete before viewing. Alternatively, if you are interested in a specific settlement, please click here to view the B 'Local Maps'.

Policies Maps

12.0.2 [Policies Map - Key](#)

12.0.3 [Policies Map - West Tendring District](#)

12.0.4 [Policies Map - South East Tendring District](#)

12.0.5 [Policies Map - North East Tendring District](#)

12.0.6 [Policies Map - Tendring District](#)

Interactive Policies Map

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Interactive Policies Map

Please add any comments you have on the Policies Maps here.

A Glossary of Terms

This glossary of terms is only intended to provide a guide. It is not a statement of the law, nor does it make any claim to be an official definition.

Adoption: The process following consultation and examination by which the Council will finally make the Local Plan the statutory ‘development plan’ for the District.

Affordable Housing: Homes provided in perpetuity to meet the housing needs of people who cannot afford to buy or rent property on the open market. Affordable housing can include Council Housing, social rented accommodation, intermediate housing and shared-ownership.

Amenity: A positive component that contributes to the overall character of an area, e.g. open land, trees, historic buildings and the inter-relationship between all elements of the local environment.

Ancient Woodland: Areas of woodland identified by Natural England as having had continuous woodland cover since 1600 AD resulting in the survival of certain rare plants and animals and therefore afforded special protection.

Ancillary Use: A subsidiary use connected to the main use of a building or piece of land, e.g. storage space within a factory.

Area of Outstanding Natural Beauty (AONB): An Area of Outstanding Natural Beauty contains landscape of national importance as designated by the Government on advice from Natural England.

Article 4 Direction: A power available under the 1995 Town and Country Planning (General Permitted Development) Order allowing the Council to limit or remove permitted development rights of properties and land. Such a direction therefore requires planning permission to be obtained for certain works that would otherwise not require permission.

Avoidance: Action taken to avoid a possible impact by either relocating the works to an area that will not have an impact or timing them to avoid the impact i.e. outside of the bird breeding season, amphibian mating season, etc.

Backland Development: Development of land which lies generally behind the line of existing frontage development, has little or no frontage to a public highway and would constitute piecemeal development in that it does not form part of a large area allocated for development.

Best and Most Versatile Agricultural Land: The most flexible, productive and efficient agricultural land as graded by the Department of Environment, Farming and Rural Affairs (DEFRA) as being between 1 and 3a, with 1 being excellent and 3a being good.

Biodiversity: “Biodiversity is the variability among living organisms from all sources including, among other things, terrestrial, marine and other aquatic ecosystems, and the ecological complexes of which they are part; this includes the diversity within species, between species and of ecosystems” (EU Convention on Biological Diversity Definition).

Biodiversity Offsetting: A standardised system – using conservation credits – to measure residual impacts of development and compensate by providing new wildlife habitat off-site.

Bridleway: A highway over which the public have a right of way on foot, bicycle and on horseback or leading a horse.

Coastal Protection Belt: An area originally defined within the Essex Coast Protection Subject Plan (1984) comprising the undeveloped rural areas of a coastline where there are greater controls over development to ensure the character of the open landscape is protected or enhanced.

Community Infrastructure Levy (CIL): A mechanism which enables local authorities to obtain financial contributions from landowners and developers undertaking new building projects toward be the provision of infrastructure.

Compensation: Measures provided to offset residual adverse impacts that remain after the application of mitigation. This can be the provision of an area of like-for-like habitat directly or providing financial contributions to achieve it.

Conditions: Clauses attached to a planning permission considered necessary, relevant, enforceable, precise and reasonable to enable development to proceed where it might otherwise be necessary to refuse permission.

Conservation Area: An area designated by the Council under the Planning (Listed Buildings and Conservation Areas) Act 1990 as possessing special architectural or historical interest. The Council is required to preserve or enhance the character and appearance of these areas.

Dwelling: A self-contained residential unit, occupied by either a person or group of people living together as a family, or by not more than six residents living together as a single household (including a household where care is provided for residents).

Enabling Development: Development promoted primarily as a way of saving an important Listed Building, registered garden or scheduled monument that is neglected, dilapidated, or otherwise perceived to be “at risk”. The term enabling development can also apply to development specifically designed to raise money to achieve other community benefits.

Environmental Impact Assessment: Process by which information about the likely environmental effects of certain projects is collected, assessed and taken into account by both the applicant, as part of a project design, and by the decision making body in deciding whether permission should be granted.

Evidence Base: The name given to the range of technical information including surveys, studies and consultation results that have been gathered to inform the preparation of the Local Plan.

Flood Risk Areas: Land that is at risk of tidal or fluvial flooding. Flood risk maps are produced by the Environment Agency which grade the level of risk in each area.

Flood Risk Assessment: Assessment required to accompany planning applications for development in areas of identified flood risk that both determines the level of risk and whether mitigation measures can address any flood risk problems that may be brought about by development.

Geodiversity: A range of rocks, minerals, fossils, soils and landforms.

Green Infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Greenfield Site: Land that is not considered to be previously developed (see definition of 'previously developed land').

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Infilling: Development of sites that have adjacent buildings – usually the redevelopment of a plot in an otherwise continuously built-up road frontage of buildings.

Important Hedgerow: A hedgerow meeting the criteria set out in the Hedgerow Regulations 1997.

Infrastructure: Any structure, building, system facility and/or provision required by an area for its social and/or economic function and/or well-being including (but not exclusively): footways, cycleways and highways; public transport; drainage and flood protection; waste recycling facilities; education and childcare; healthcare; sports, leisure and recreation facilities; community and social facilities; cultural facilities, including public art; emergency services; green infrastructure; open space; affordable housing; live/work units and lifetime homes; broadband; facilities for specific sections of the community such as youth or the elderly.

Institutional Uses: Uses that can include care homes, nursing homes and other non-custodial institutions.

Irreplaceable Habitats: Habitats which is it not possible to re-create, due to their age and/or condition and/or composition. Includes Ancient Woodland and Veteran Trees in Essex.

Landscaping: The treatment of land for the purposes of enhancing and protecting amenities, and including fencing, walls or other means of enclosure, the planting of trees, hedges, shrubs or grass, and the formation of gardens and courtyards.

Legally Protected Species: Those species protected under: The Protection of Badgers Act 1992 (as amended); the Wildlife and Countryside Act 1981 (as amended); or the Conservation of Habitats and Species Regulations 2010 (as amended).

Listed Building: A building designated by the Department of Culture, Media and Sport as being of special architectural or historic interest often on the advice of Historic England. There are three grades of listed building: I, II* and II.

Living Landscape: Living Landscapes are large landscape-scale areas of the countryside, such as river valleys, estuaries, forested ridges, and grass and heath mosaics, which form ecological networks. The networks allow wildlife to move through them and increase their resilience to threats such as climate change, floods, drought, sea-level rise and development pressure. There are 80 Living Landscapes within Essex.

Local Area for Play (LAP): This is small landscaped areas of open space designated for young children (under 6 years old) and their parents or carers for play activities and socialisation close to where they live. A LAP should be a safe, attractive and stimulating environment which will give young children the opportunity to play and interact with their peers away from their own back garden, thus encouraging the development of a range of social and educational skills.

Local Enterprise Partnership: A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local Equipped Area for Play (LEAP): is an unsupervised play area mainly for children of early school age (4-12 years) but with consideration for other ages. Unlike LAP, a LEAP is equipped with formal play equipment and it should provide a focal point for children when they are responsible enough to move away from the immediate control of parents.

Local Nature Reserve (LNR): A reserve declared and managed by a local authority under the National Parks and Access to the Countryside Act (1949). LNRs are usually declared on land which has some actual or potential wildlife interest in a local context, and which is well suited to public access and interpretation.

Local Planning Authority: The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority apply to the District council, London borough council, county council, Broads Authority, National Park Authority and the Greater London Authority, to the extent appropriate to their responsibilities.

Local Plan: The plan for the future development of the local area, drawn up by the Local Planning Authority in consultation with the community.

Local Wildlife Site (LoWS): Non-statutory designation for a site of county-wide significance for wildlife or geology that is afforded special protection through the Local Plan.

Major proposal: A major development proposal as defined by Article 8(7) of The Town and Country Planning (General Development Procedure) Order 1995.

Material Consideration: A matter that should be taken into account in deciding on a planning application or on an appeal against a planning decision.

Mineral Safeguarding Area: An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

Mitigation: Action taken to reduce the severity of adverse impacts. Mitigation can include minimising impacts by limiting the degree or magnitude of an action, or rectifying impacts by restoring, rehabilitating, or repairing the affected environment or reducing or eliminating impacts over time.

National Nature Reserve (NNR): Sites managed by English Nature or an approved body, established as reserves under the National Parks and Access to the Countryside Act (1949).

Neighbourhood Equipped Area for Play (NEAP): This will serve a substantial residential development and as such should cater for a wide range of children including those with special needs. Play equipment should be aimed primarily at those aged between 4 and 14 and should aim to stimulate physical, creative, intellectual, social and solitary play. Teenage provision should be in the form of kickabout/basketball areas, opportunities for wheeled play (skateboarding, roller-skating, etc.) and meeting areas.

Neighbourhood Plans: A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area.

Objectively Assessed Needs: Objectively assessing and evidencing development needs for housing (both market and affordable); and economic development (which includes main town centre uses).

Occupancy Conditions: Conditions attached to a planning consent that restrict the occupation of a dwelling, or permanent holiday accommodation to either certain times of the year or to certain parties.

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Original building: A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

Out of Town: A location out of centre that is outside the existing built up area.

Permitted Development: Limited forms of development allowed without the need to make an application for planning permission, as granted under the terms of the Town and Country Planning (General Permitted Development) Order 2010.

Planning Obligations: Legal agreements between a planning authority and a developer, or offered unilaterally by a developer, ensuring that certain extra works related to a development are undertaken, usually through Section 106 of the Town and Country Planning Act (1990).

Pollution: Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

Previously Developed Land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Priority Species and Habitat: Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Policies Map: An obligatory component of a Local Plan showing the location of proposals and policy boundaries on an Ordnance Survey map.

Protected Lane: Lanes designated by the County Council as having particular historic value or making a significant contribution to the character of the countryside.

Protected Species: Plant and animal species protected under the Conservation (Natural Habitats and Conservation) Regulations 1994, the Wildlife and Countryside Act 1981 and subsequent amendments, or other species protected under legislation specific to them.

Private Amenity Space: Private outdoor sitting area attached to a residential dwelling that is not overlooked by adjacent or opposite living rooms or outdoor sitting areas.

Public Right of Way: A way where the public has a right to walk, and in some cases ride horses, bicycles, motorcycles, or drive motor vehicles.

Ramsar Site: Wetlands of international importance, designated under the 1971 Ramsar Convention.

Regeneration: The re-use or redevelopment of decaying or run-down buildings or urban area to bring them new life and economic vitality.

Renewable and Low Carbon Energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Residential Amenity: The normal and reasonable satisfaction people expect from their local living environment.

Ribbon Development: A narrow band of development extending along one or both sides of a road.

Rural Diversification: Activities undertaken on surplus land and the utilisation of redundant and unused rural buildings to support farming incomes, including, for example, forestry, leisure and tourism.

Scheduled Monument: A historic or archaeological structure placed on a schedule compiled by the Department of Culture, Media and Sport for protection under the Ancient Monuments and Archaeological Areas Act 1979.

Sequential Approach: A process used to direct development toward the most appropriate locations before other areas are considered.

Settlement Development Boundary: Boundary shown on the Local Plan Policies Maps that shows the extent of defined towns and villages within which there is a presumption, in principle, in favour of development. Land outside of the Settlement Development Boundary is considered to be countryside.

Setting of a Heritage Asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Shoreline Management Plans: A plan providing a large-scale assessment of the risk to people and to the developed, historic and natural environment associated with coastal processes.

Significance (for Heritage Policy): The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Site of Special Scientific Interest (SSSI): Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Special Area of Conservation (SAC): Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

Special Protection Area (SPA): Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

Stakeholder: A person or group with a direct interest, involvement or investment in something (i.e. the future of the local area). It could be a member of the public, a business, a government body or any other organisation.

Stepping Stones: Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

Strategic Environmental Assessment (SEA): A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Strategic Green Gaps: Areas of locally important strategic open land that protect the countryside between urban areas, and safeguard the separate identity, character and openness of settlements.

Supplementary Planning Document (SPD): Planning guidance that will supplement and support the implementation of policies contained in the Local Plan.

Sustainable Development: A widely used definition for sustainable development was drawn up by the World Commission on Environment and Development in 1987: 'Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.'

Sustainability Appraisal (SA): An appraisal of the policies and proposals of development plans to measure their ability to deliver sustainable development.

Town Centre: Area defined on the Local Plan Policies Maps, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Transport Assessment: A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Travel Plan: A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

Tree Preservation Order (TPO): Order made by a local planning authority that makes it an offence to cut, top, lop, uproot or wilfully damage or destroy a tree without that authority's permission.

Use Classes Order (UCO): The Town and Country Planning (Use Classes) Order update places different uses of land and buildings into various categories, planning permission not being required for changes of use within the same use class. Some uses do not have their own use class and therefore known as Sui Generis.

Veteran Tree: A tree which, because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally.

B Local Maps

Strategic Urban Settlements

- Clacton-on-Sea (including Jaywick Sands, Great Clacton and Holland-on-Sea)
- Harwich and Dovercourt (including Parkeston and part of Ramsey)
- The Tendring Colchester Borders Garden Community

Smaller Urban Settlements

- Frinton, Walton and Kirby Cross
- Manningtree, Lawford and Mistley
- Brightlingsea

Rural Service Centres

- Alresford
- Elmstead Market
- Great Bentley
- Little Clacton
- St. Osyth
- Thorpe-le-Soken
- Weeley

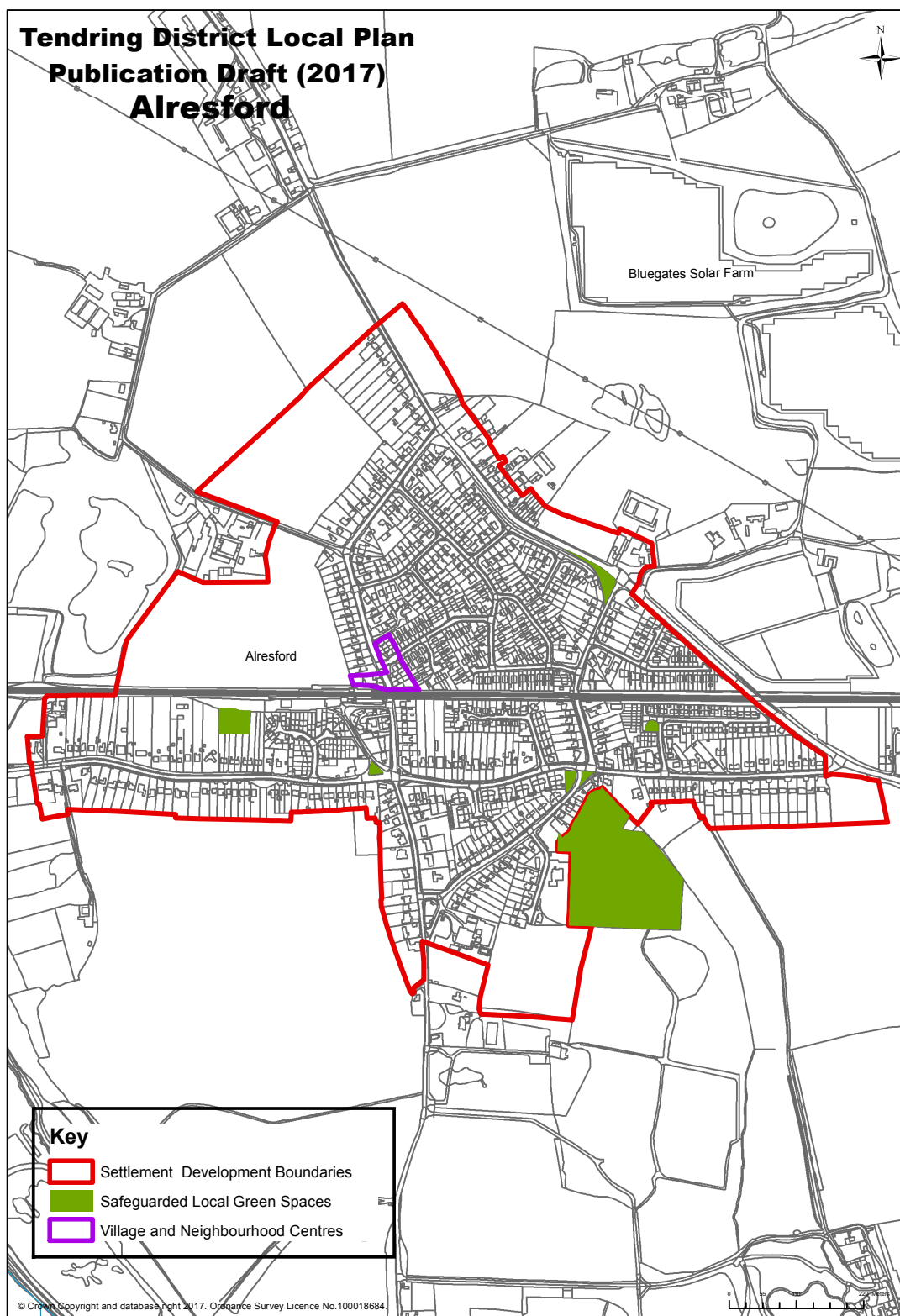
Smaller Rural Settlements

- Ardleigh
- Beaumont-Cum-Moze
- Bradfield
- Frating
- Great Bromley
- Great Holland
- Great Oakley
- Kirby-le-Soken
- Little Bentley
- Little Bromley
- Little Oakley
- Ramsey
- Tendring
- Thorpe Station Maltings
- Thorrington
- Weeley Heath
- Wix
- Wrabness

These Local Maps provide an indication of the local designations made by Tendring District Council. These exclude designations made by other processes including Conservation Areas, SSSI's and other such designations. Please refer to the Policies Maps for all Planning designations.

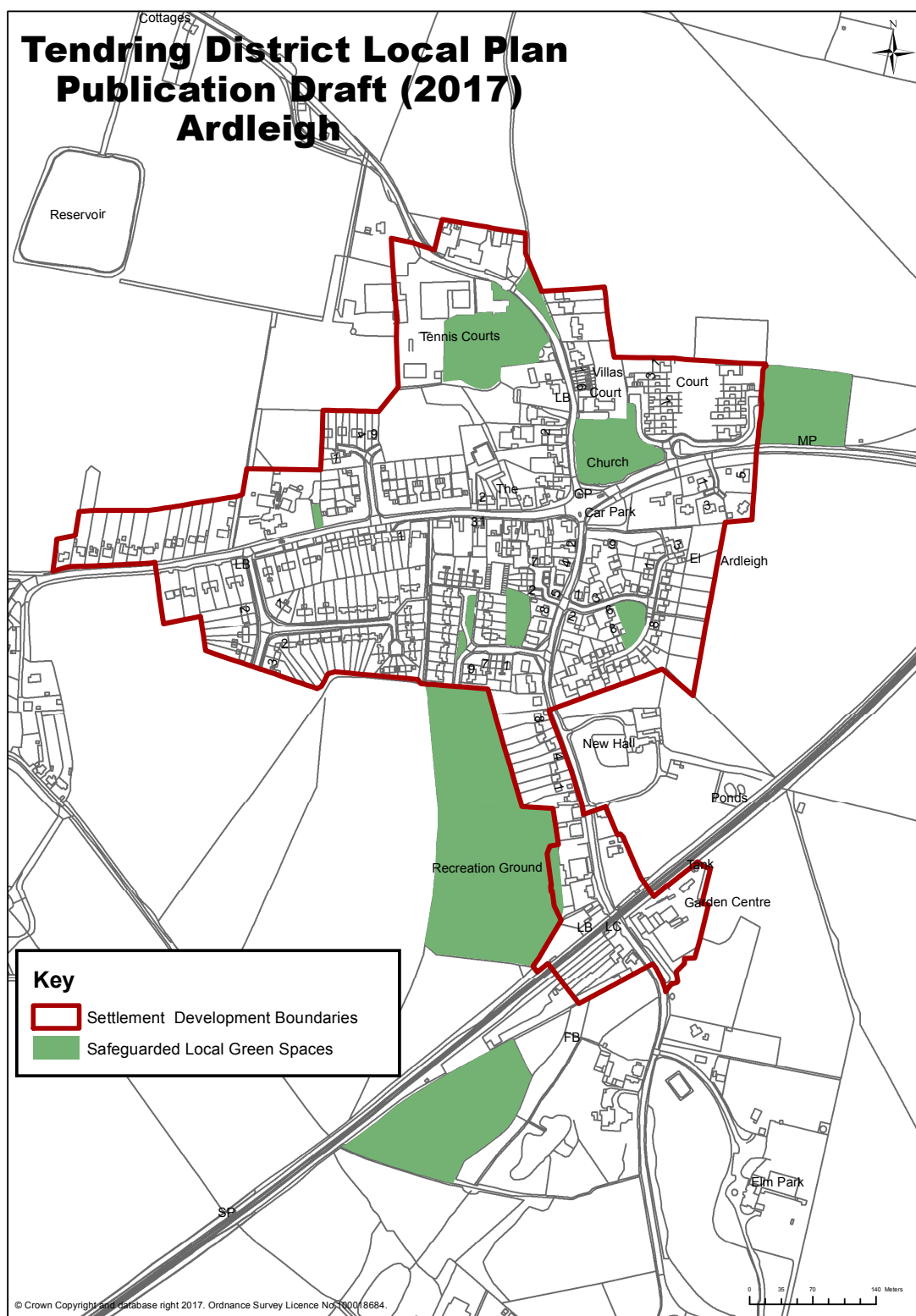
B.1 Alresford

Map - Alresford



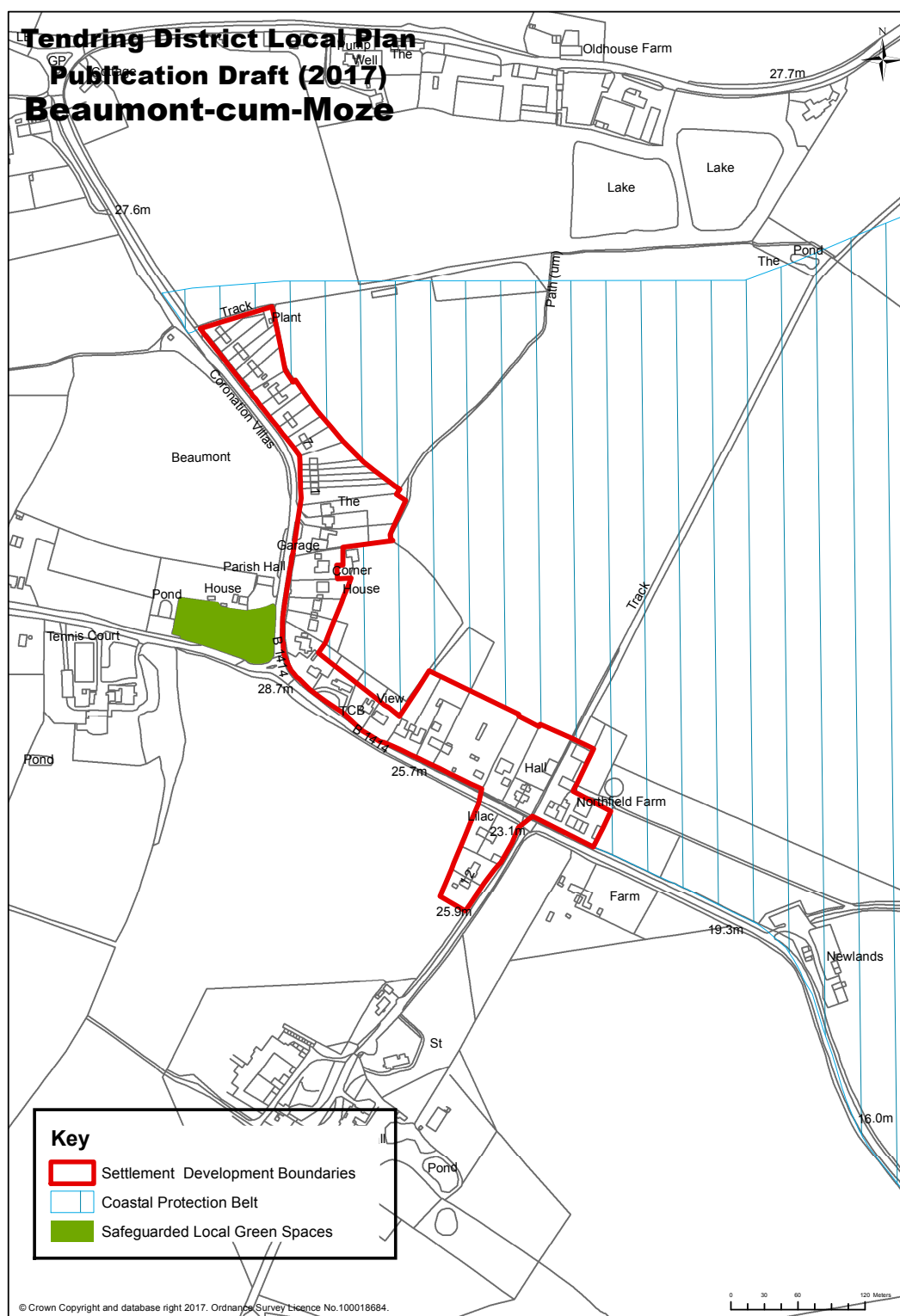
B.2 Ardleigh

Map - Ardleigh



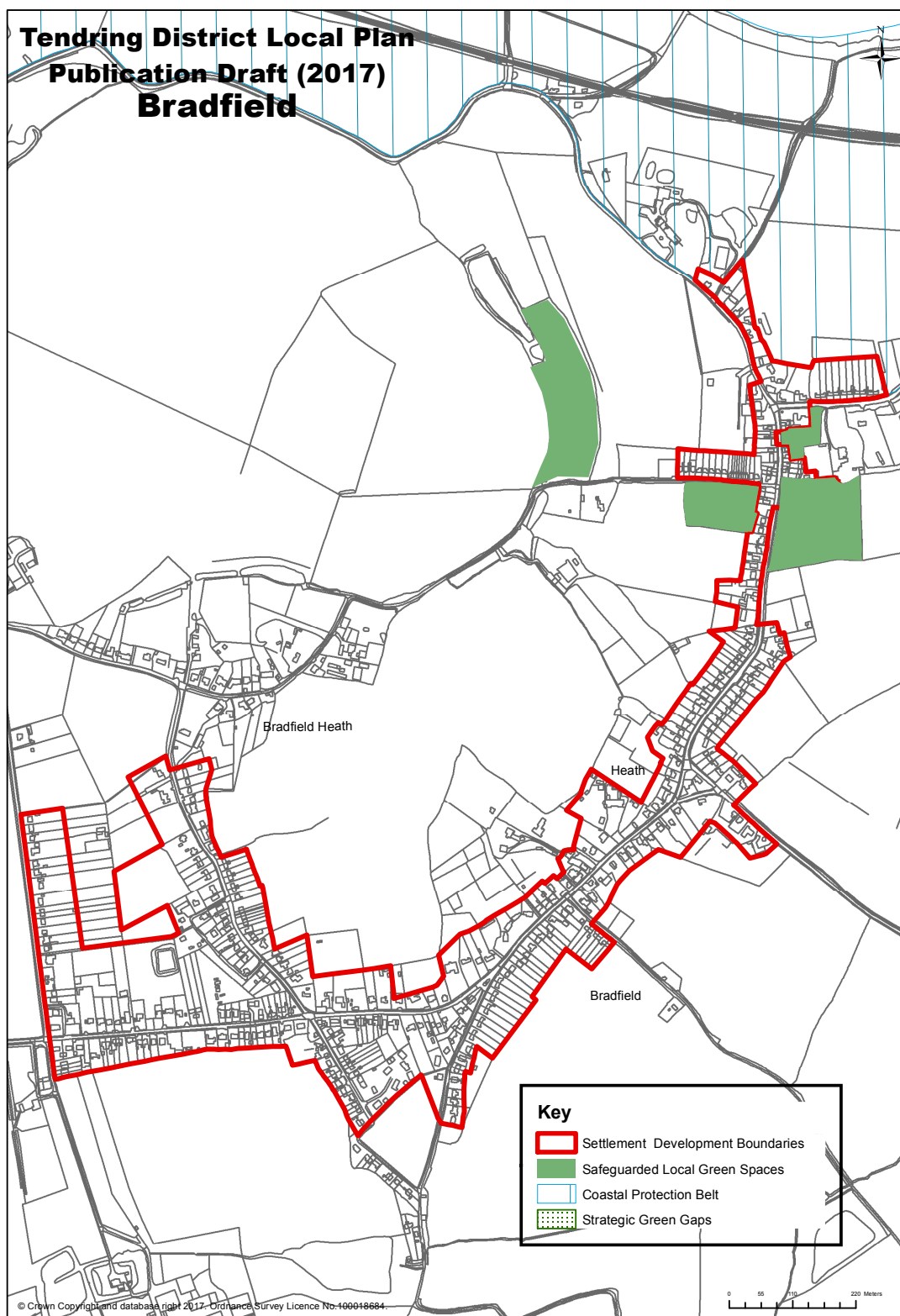
B.3 Beaumont

Map - Beaumont-cum-Moze



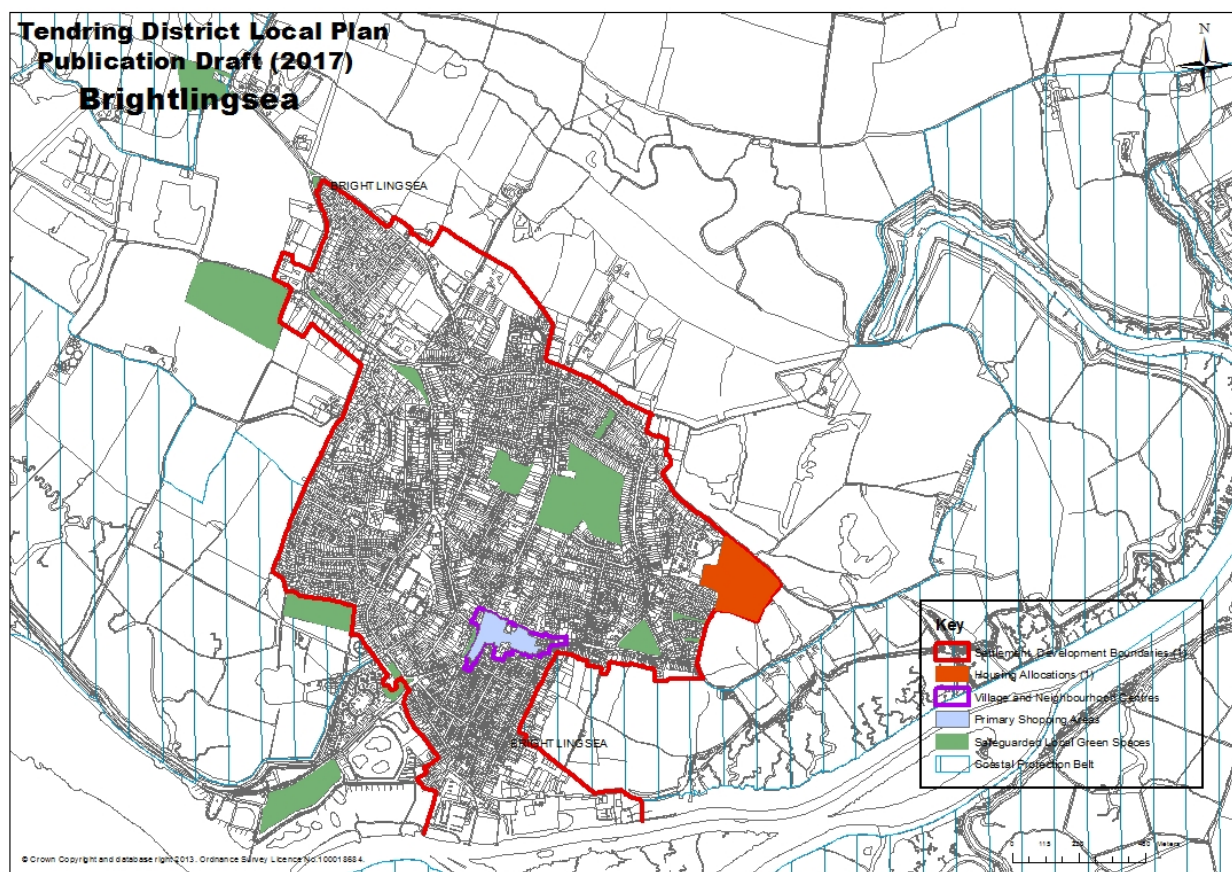
B.4 Bradfield

Map - Bradfield



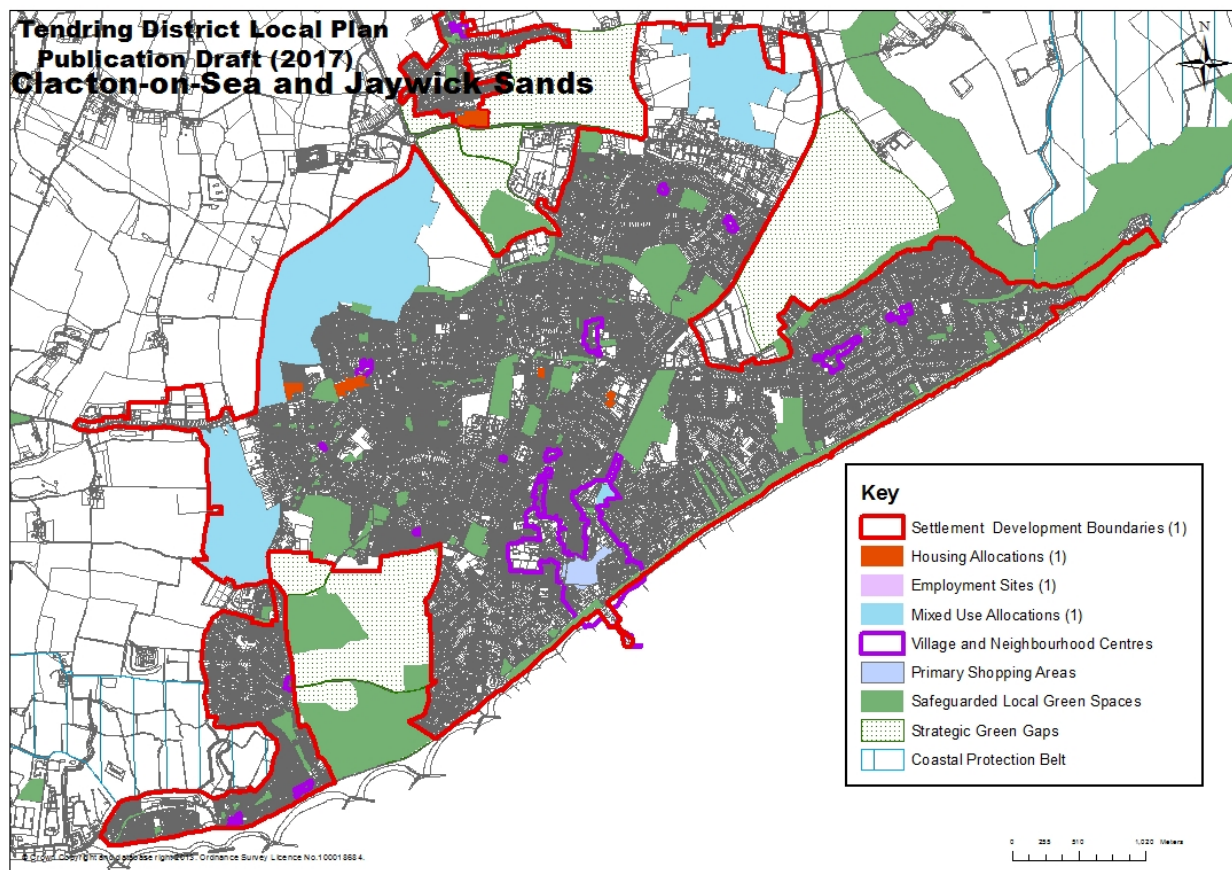
B.5 Brightlingsea

Map - Brightlingsea



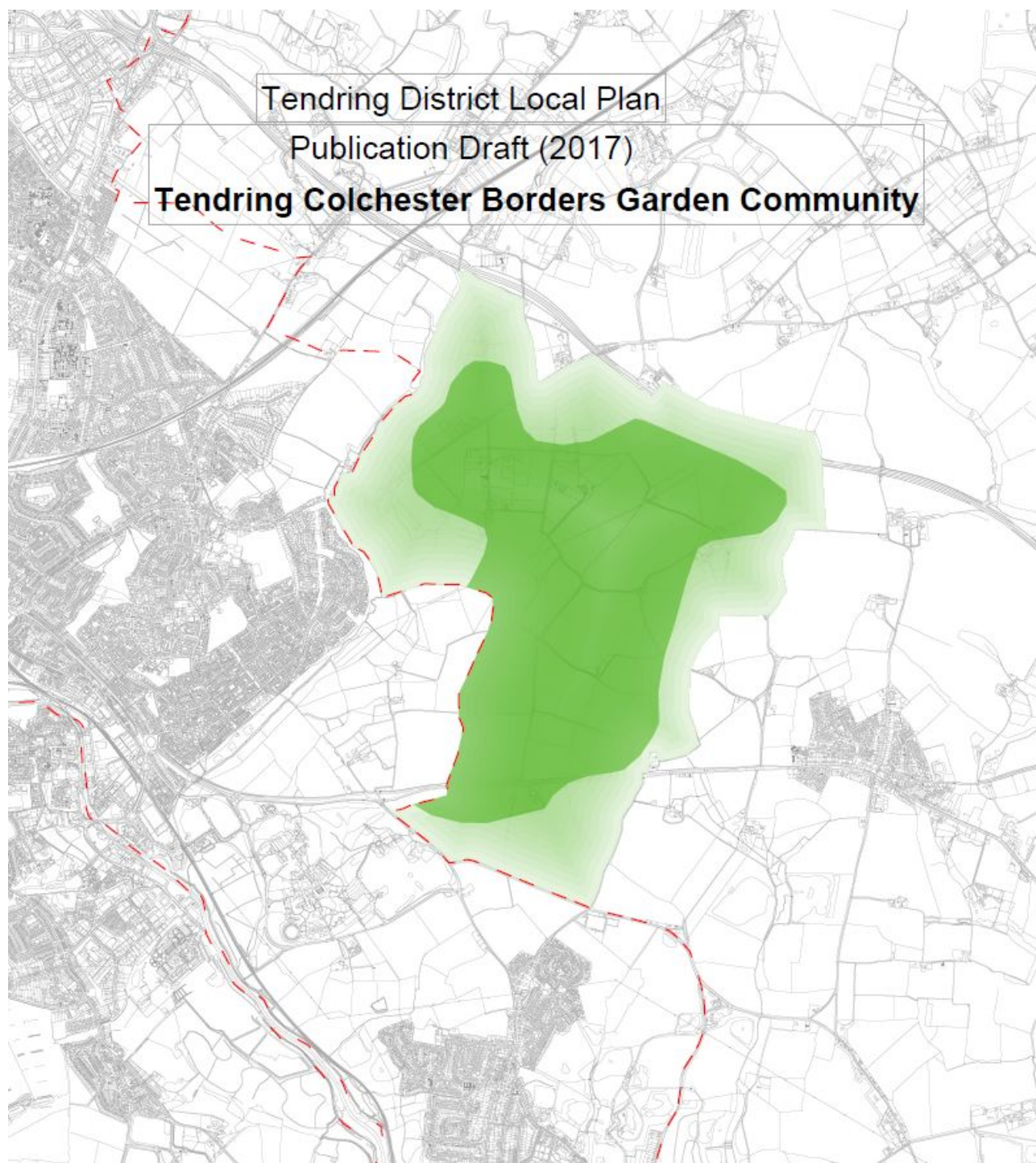
B.6 Clacton

Map - Clacton



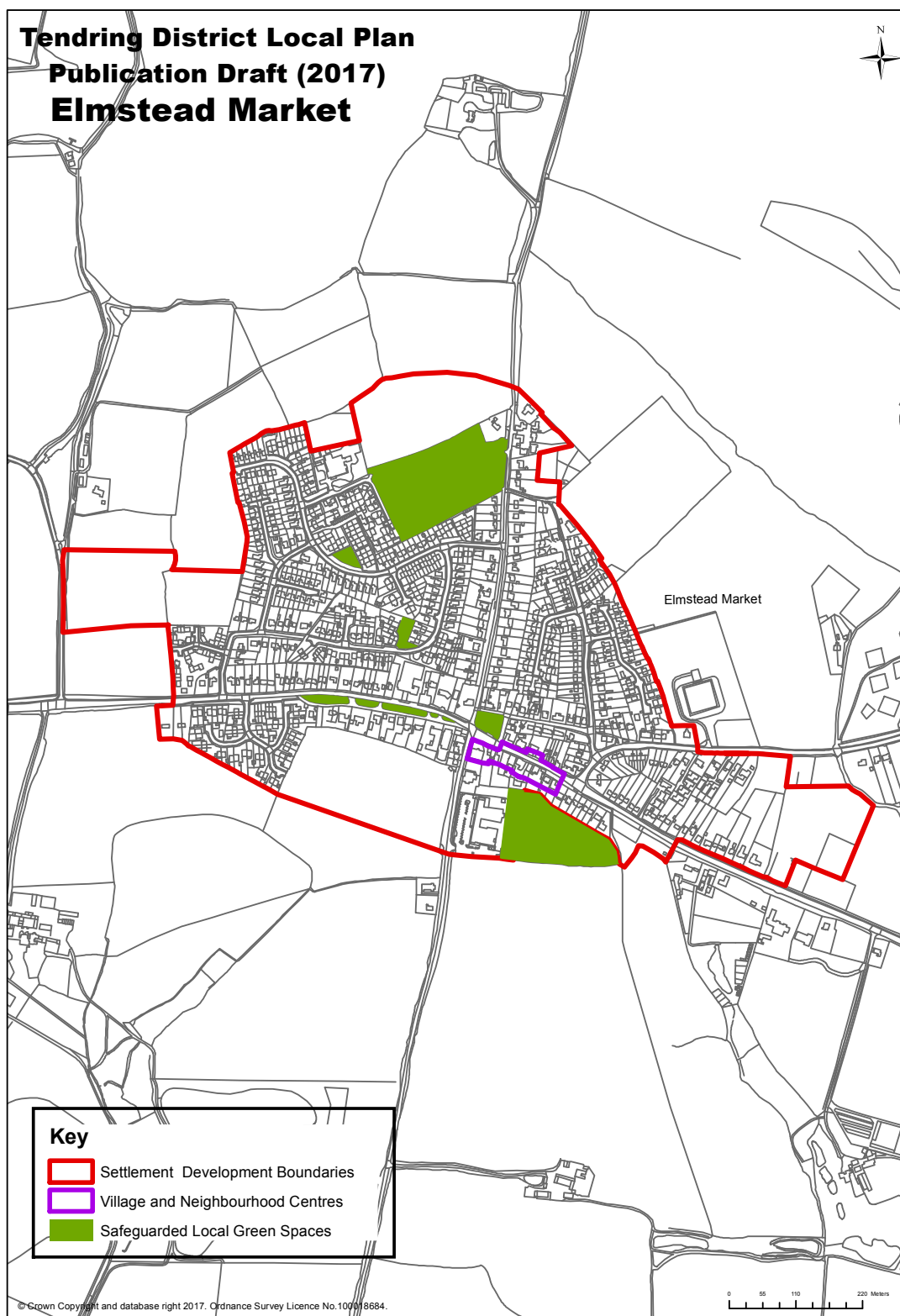
B.7 Tendring Colchester Borders Garden Community

Map - Tendring Colchester Borders Garden Community



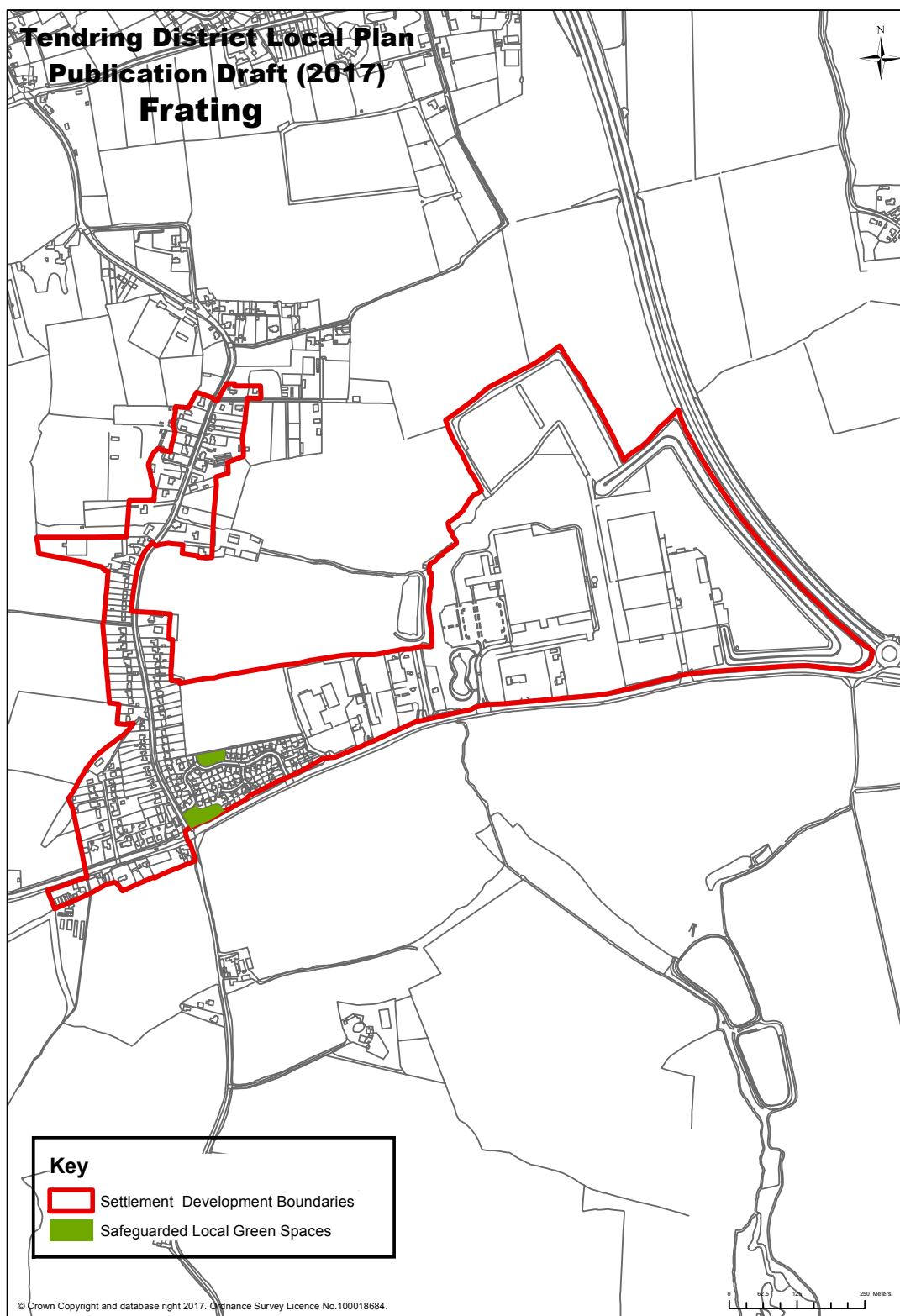
B.8 Elmstead Market

Map - Elmstead Market



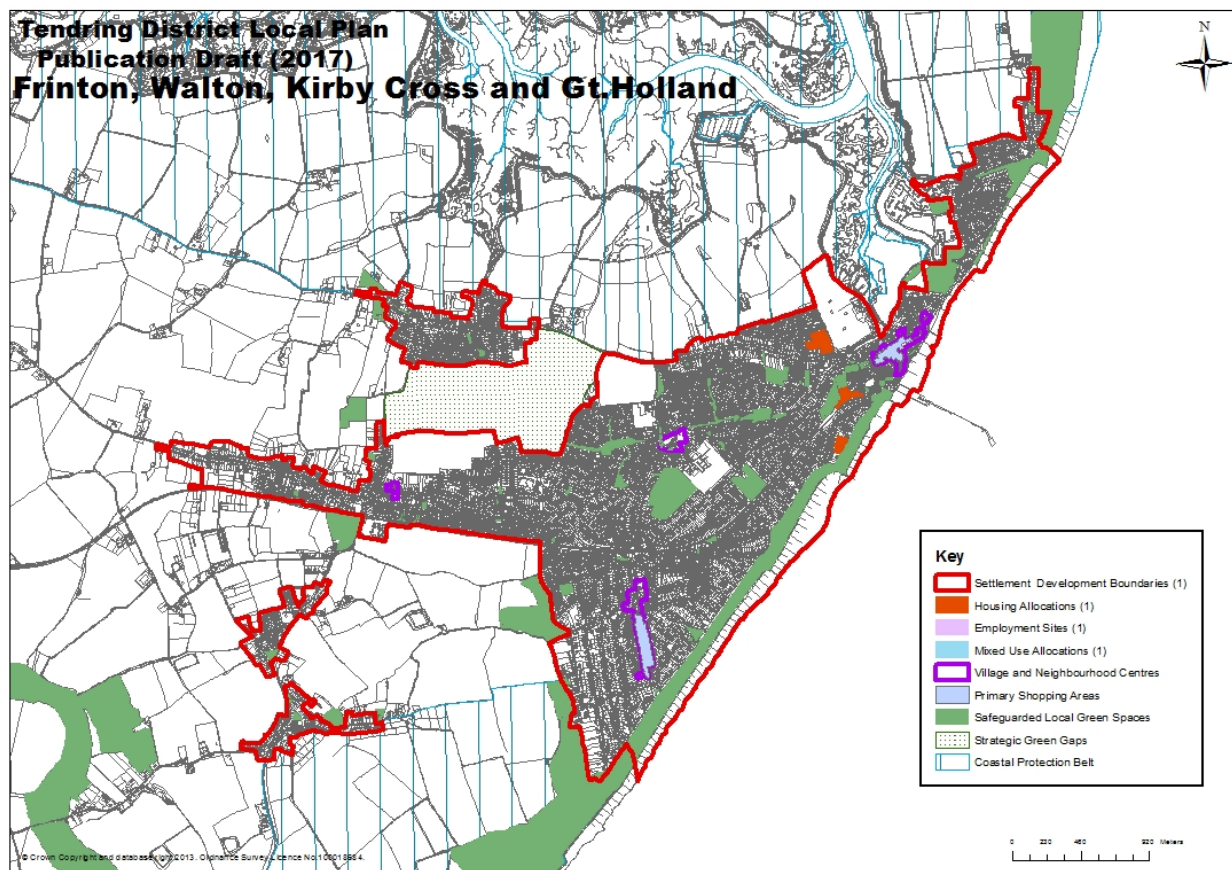
B.9 Frating

Map - Frating



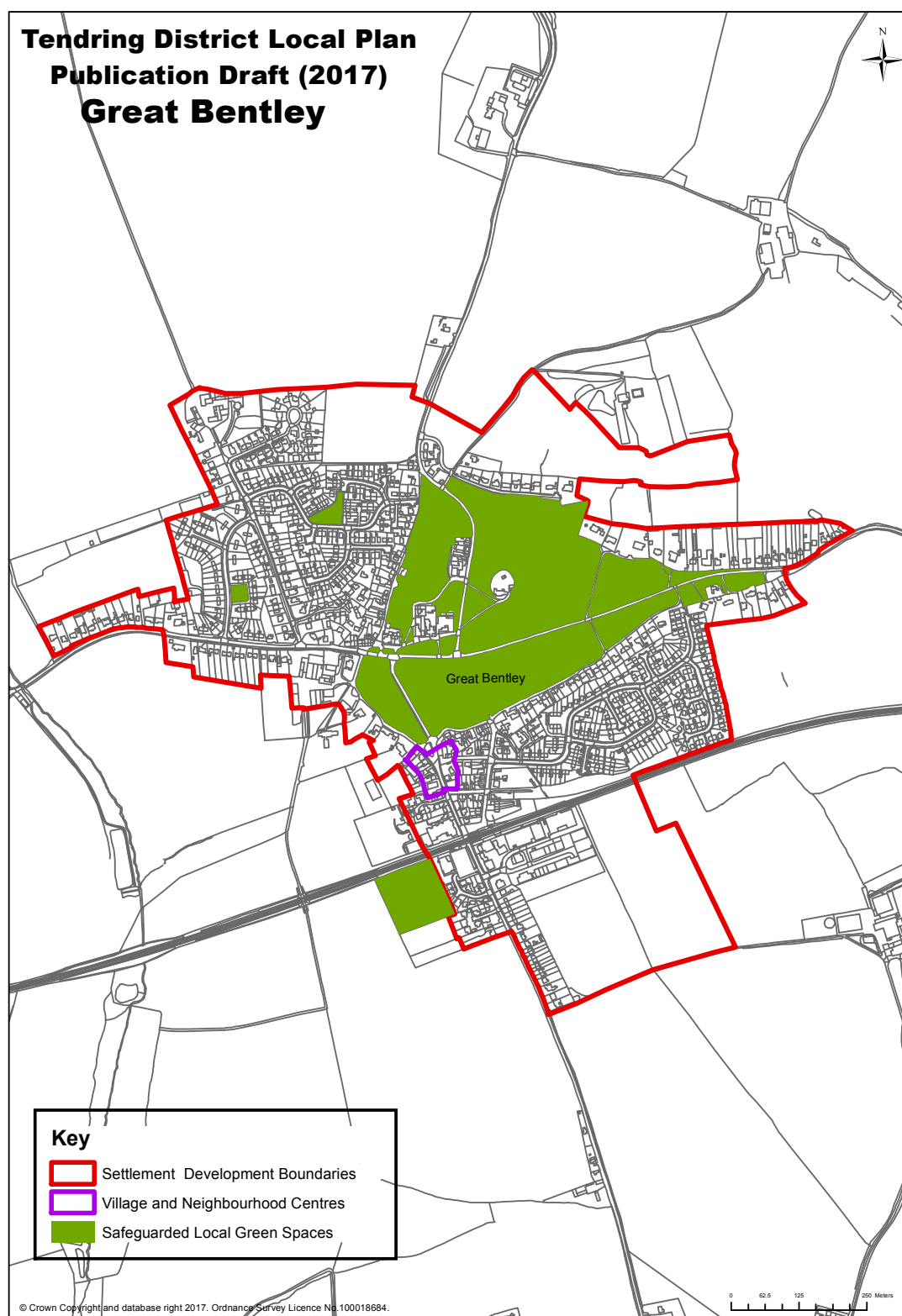
B.10 Frinton and Walton

Map - Frinton and Walton



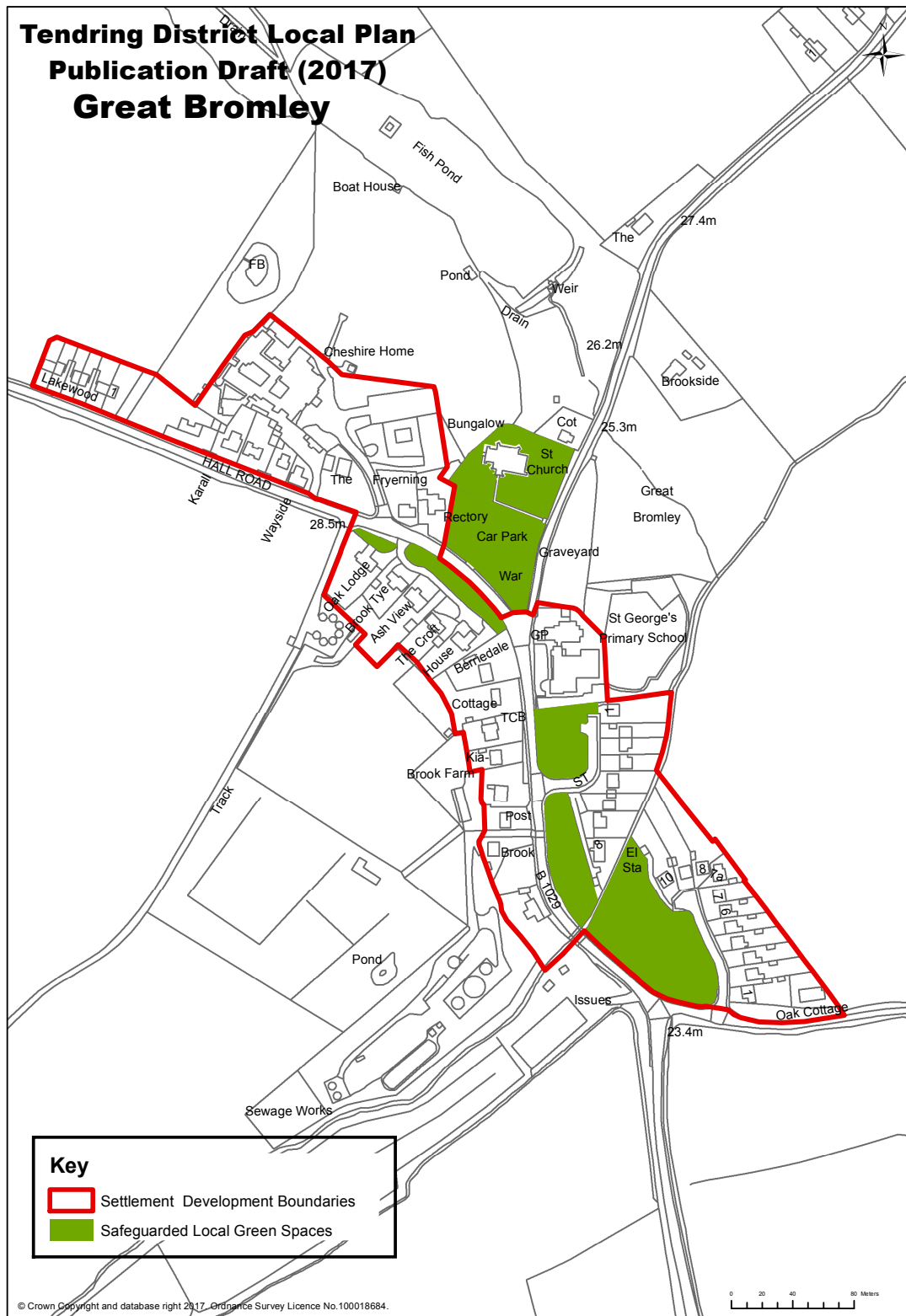
B.11 Great Bentley

Map - Great Bentley



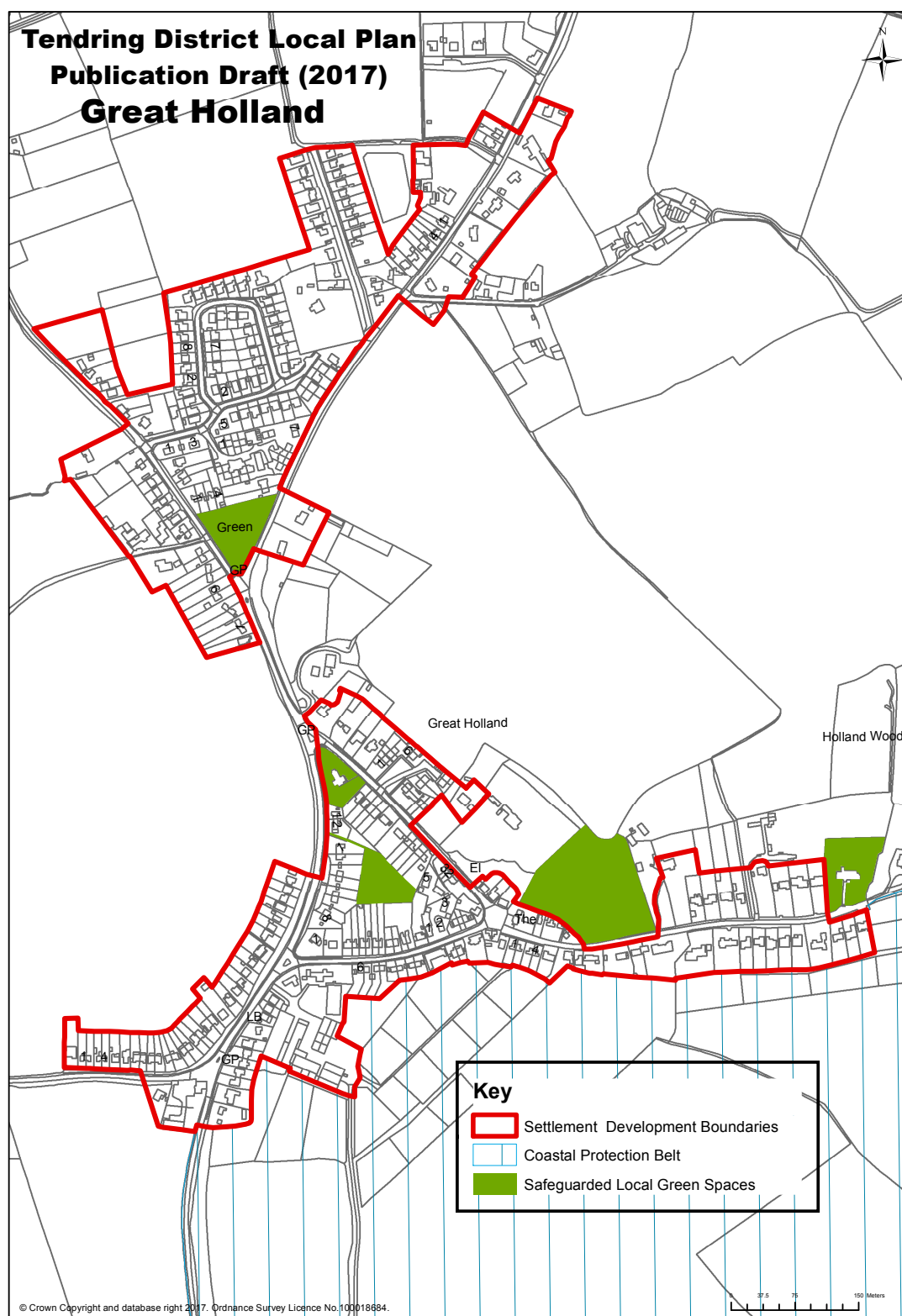
B.12 Great Bromley

Map - Great Bromley



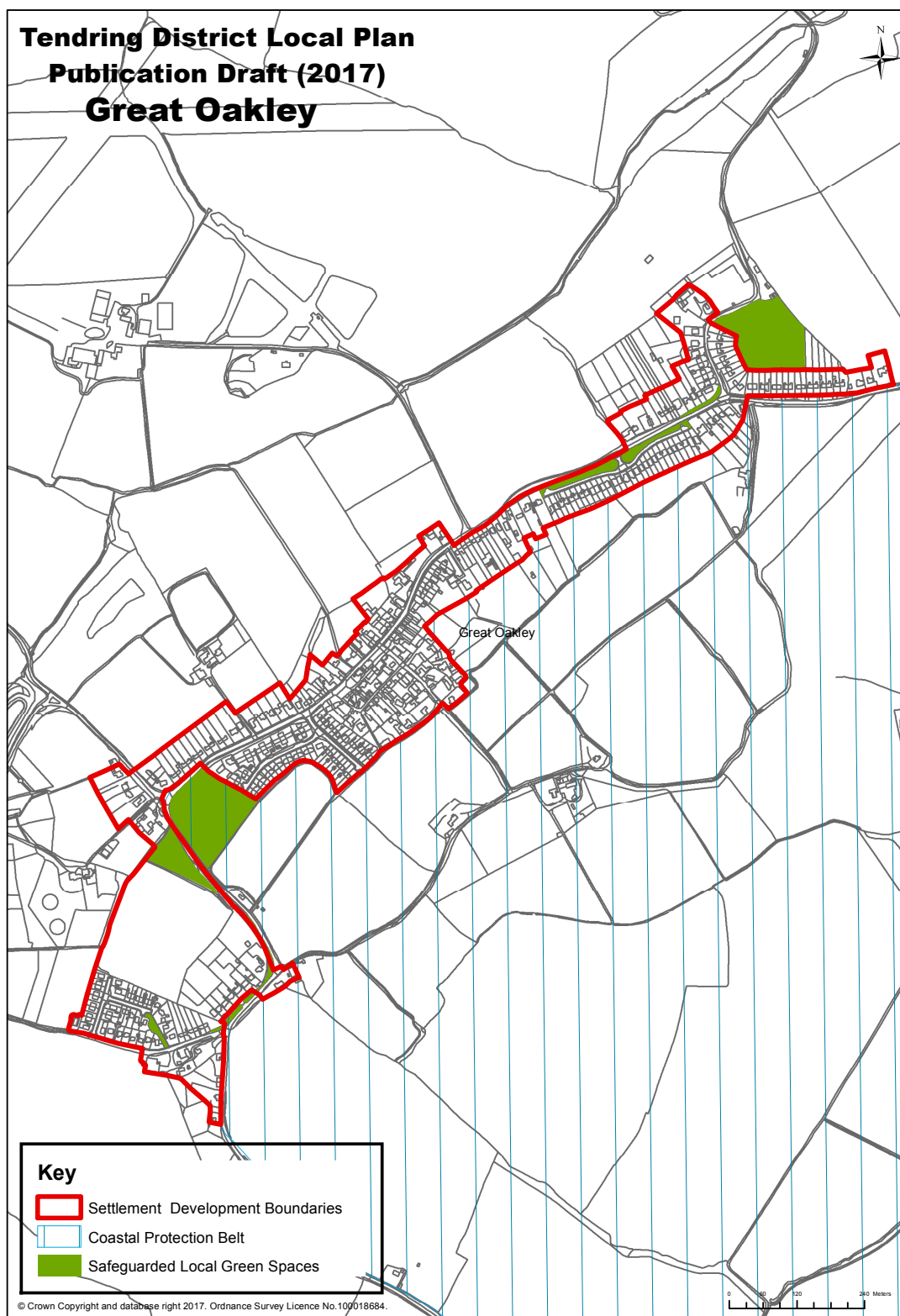
B.13 Great Holland

Map - Great Holland



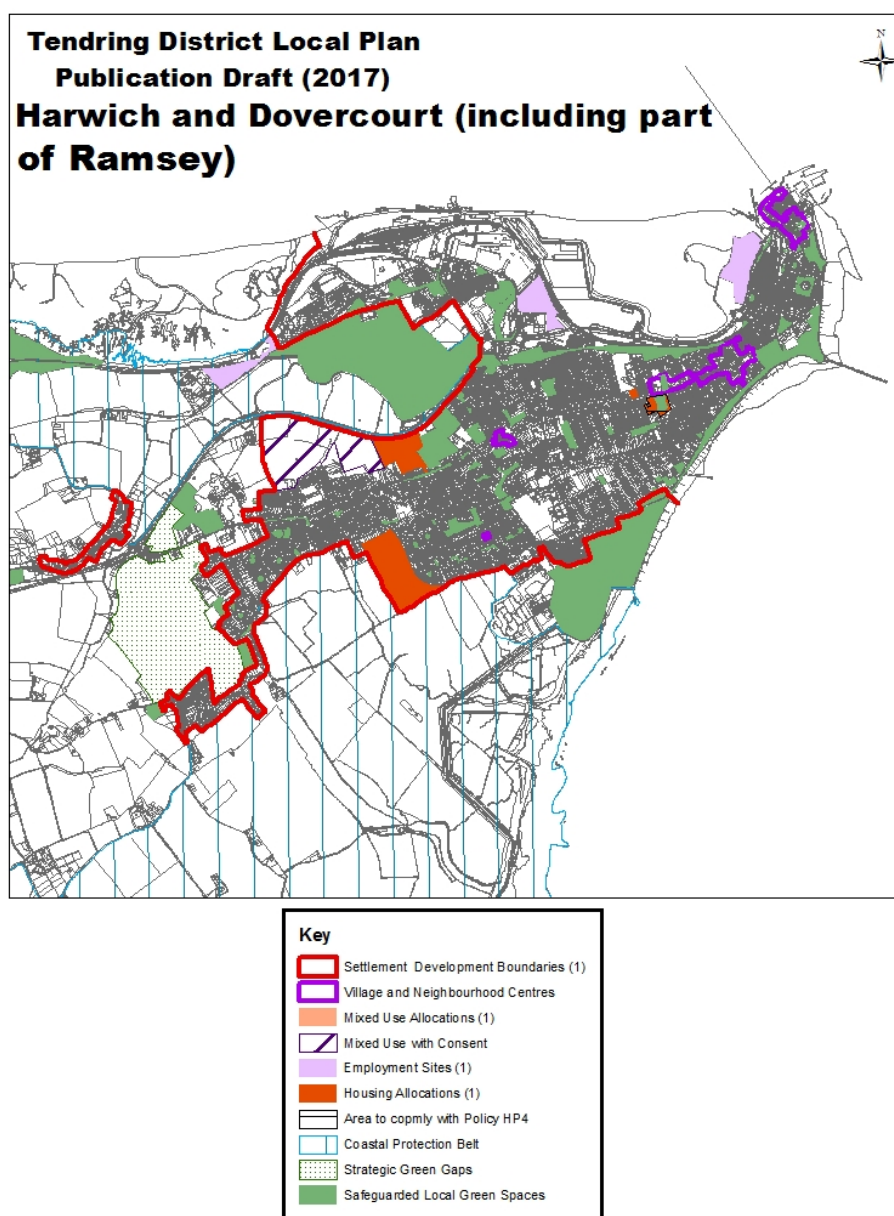
B.14 Great Oakley

Map - Great Oakley



B.15 Harwich and Dovercourt

Map - Harwich and Dovercourt

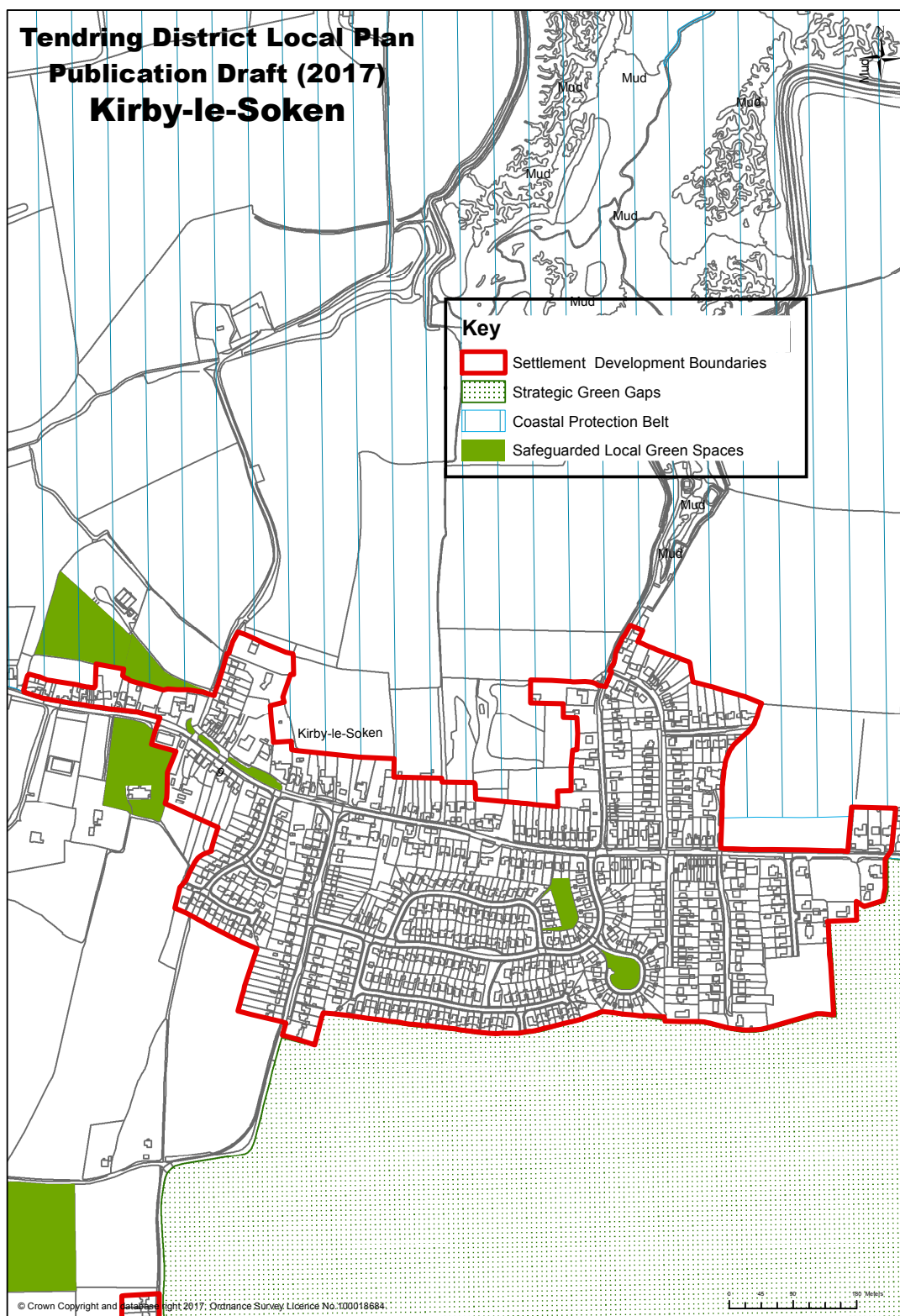


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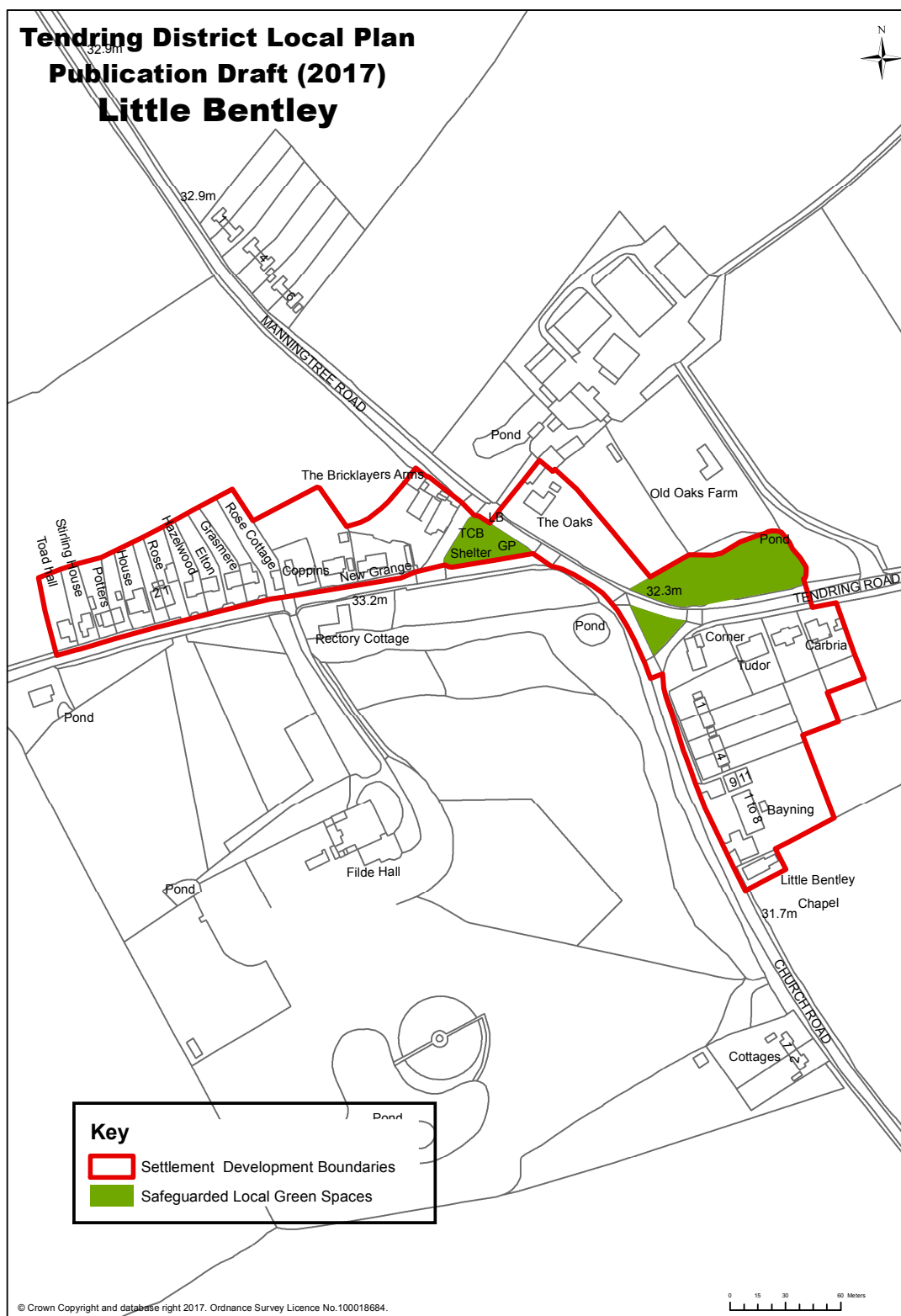
B.16 Kirby-le-Soken

Map - Kirby-le-Soken



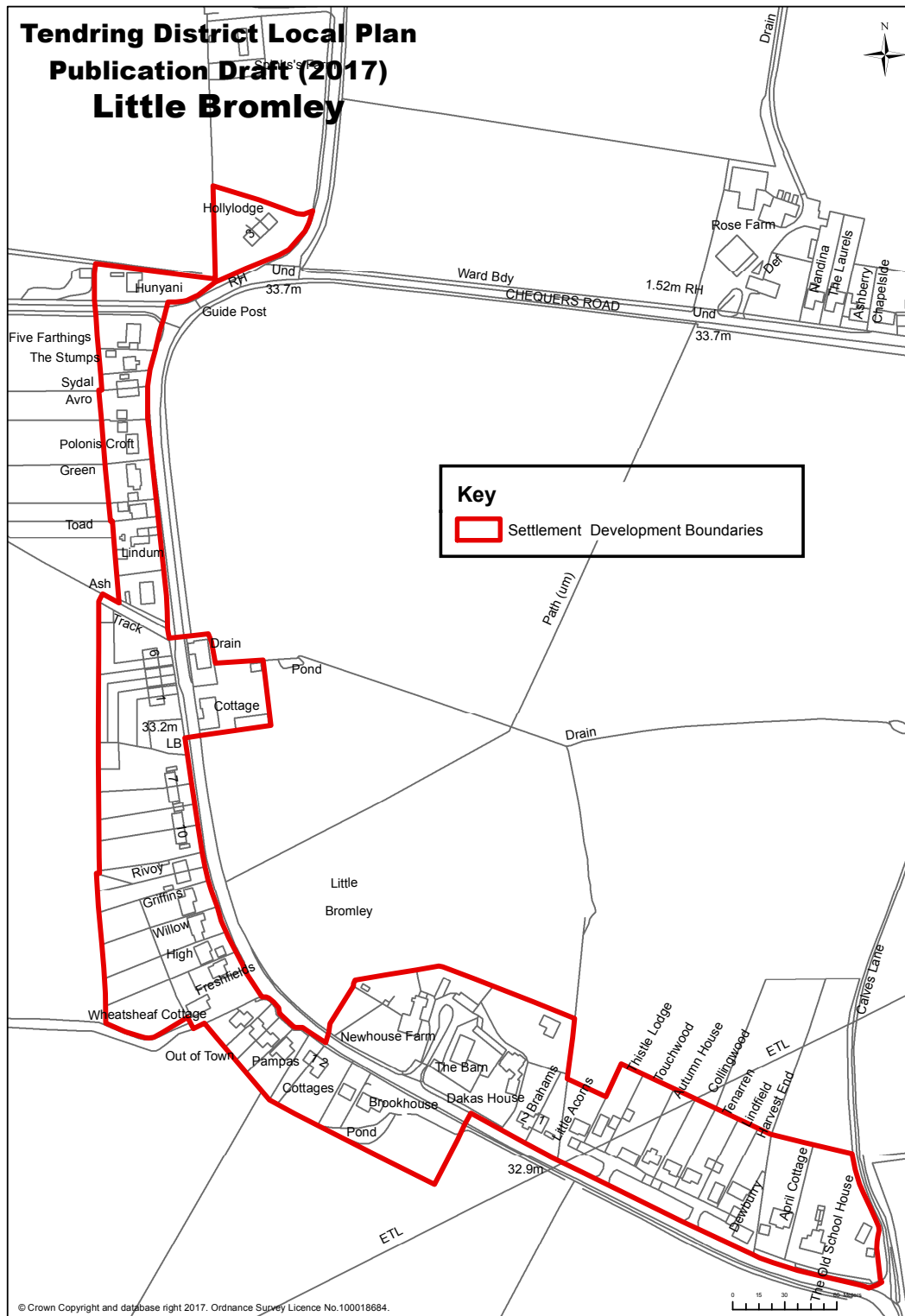
B.17 Little Bentley

Map - Little Bentley



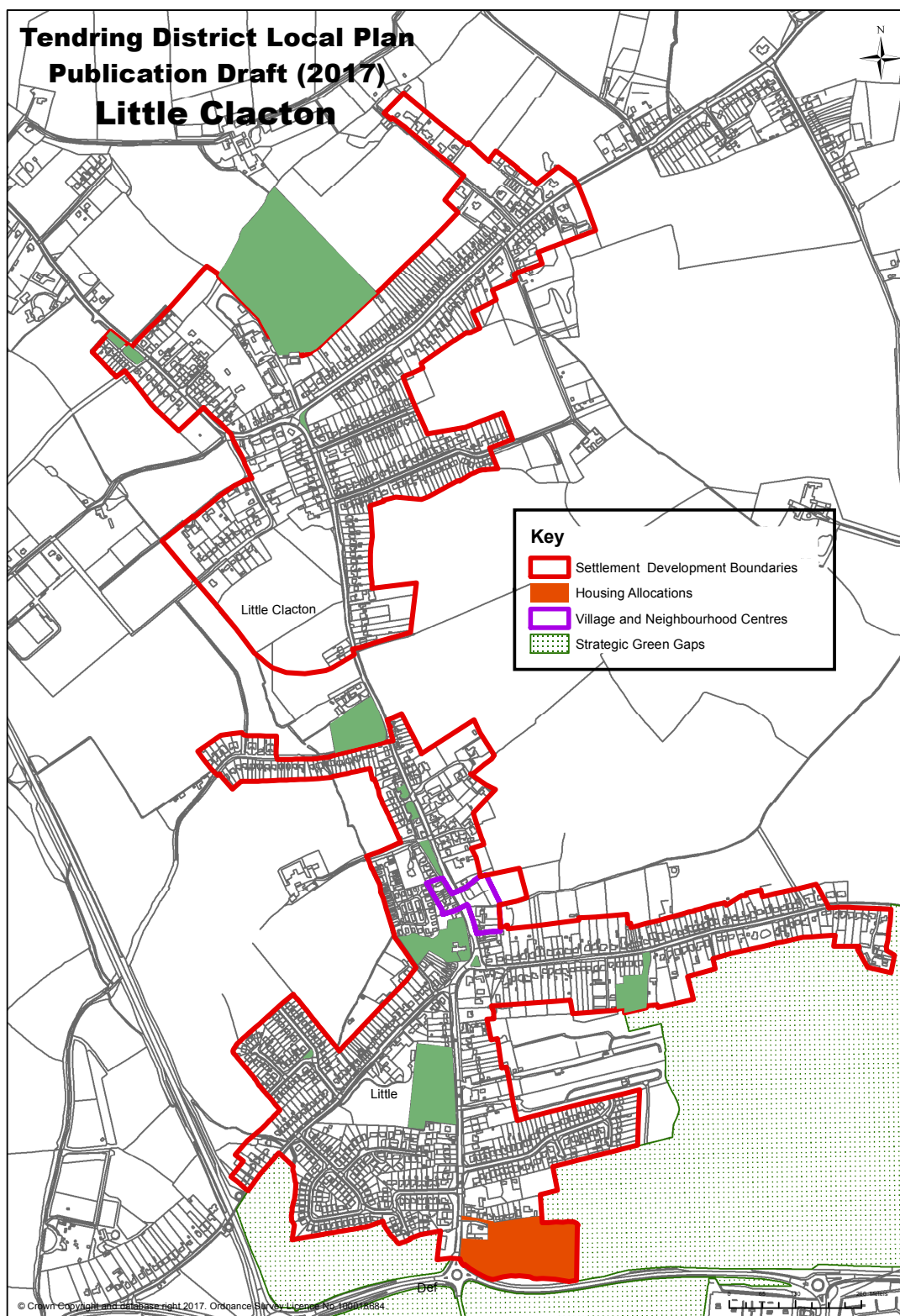
B.18 Little Bromley

Map - Little Bromley



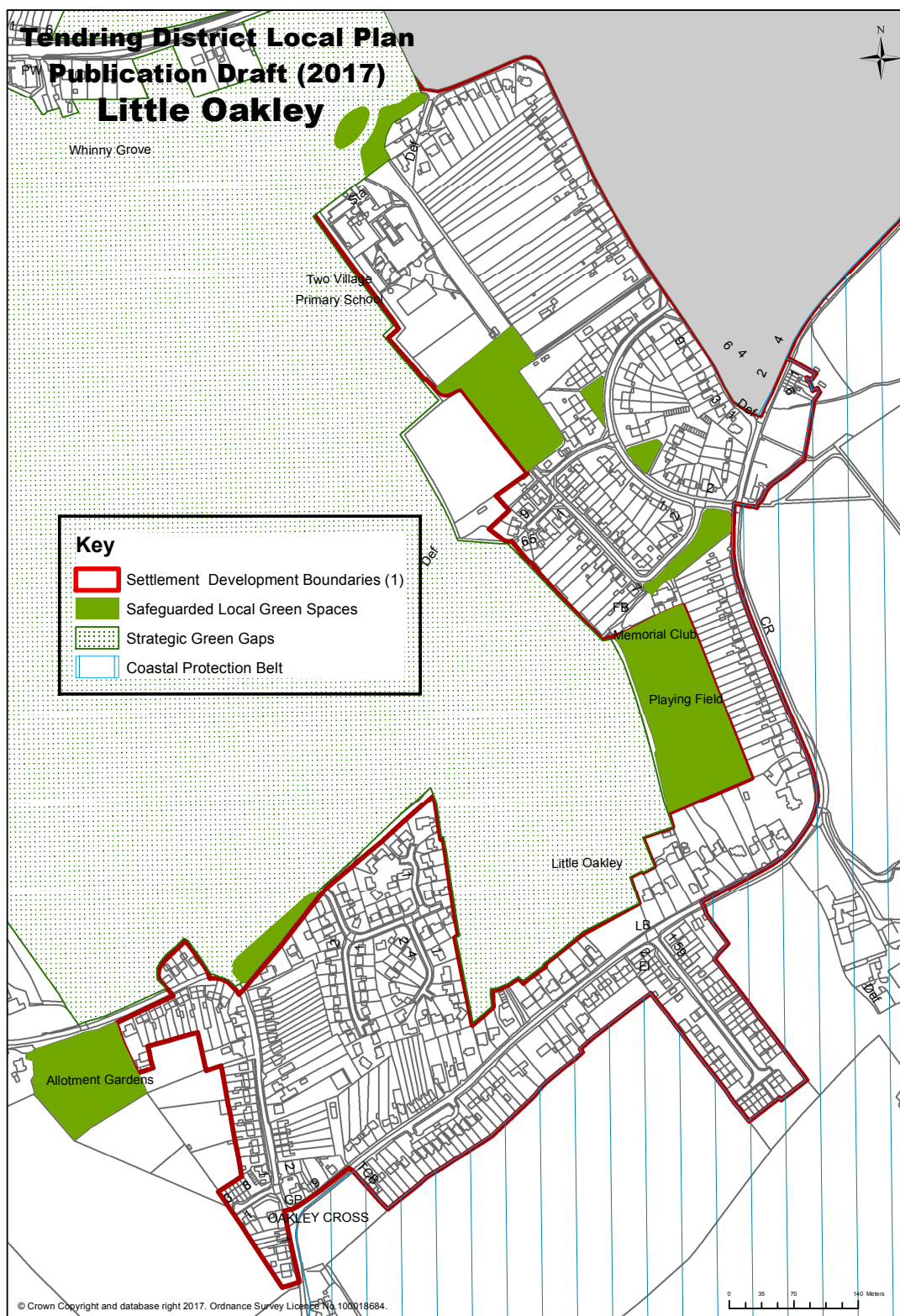
B.19 Little Clacton

Map - Little Clacton



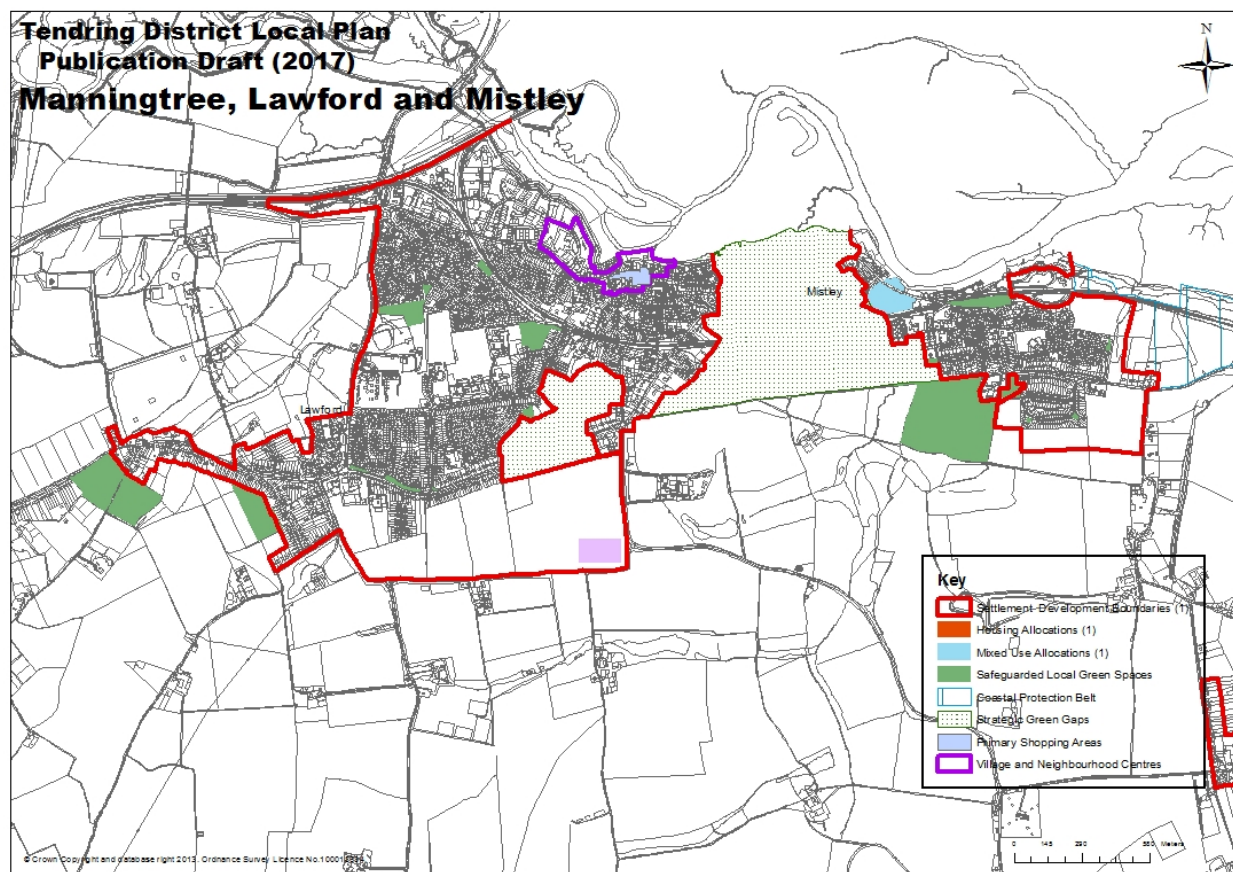
B.20 Little Oakley

Map - Little Oakley



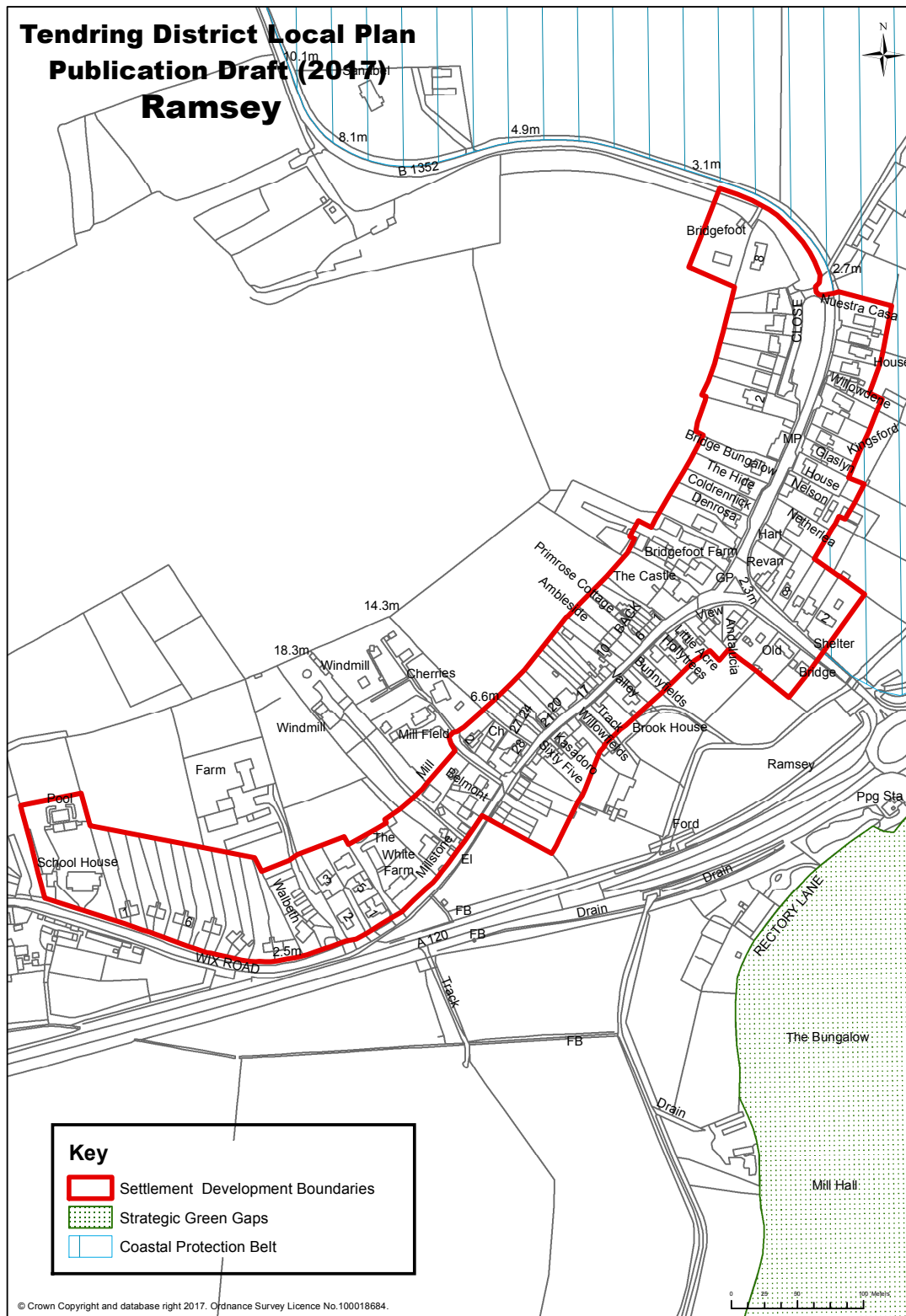
B.21 Manningtree Lawford and Mistley

Map - Manningtree, Lawford and Mistley



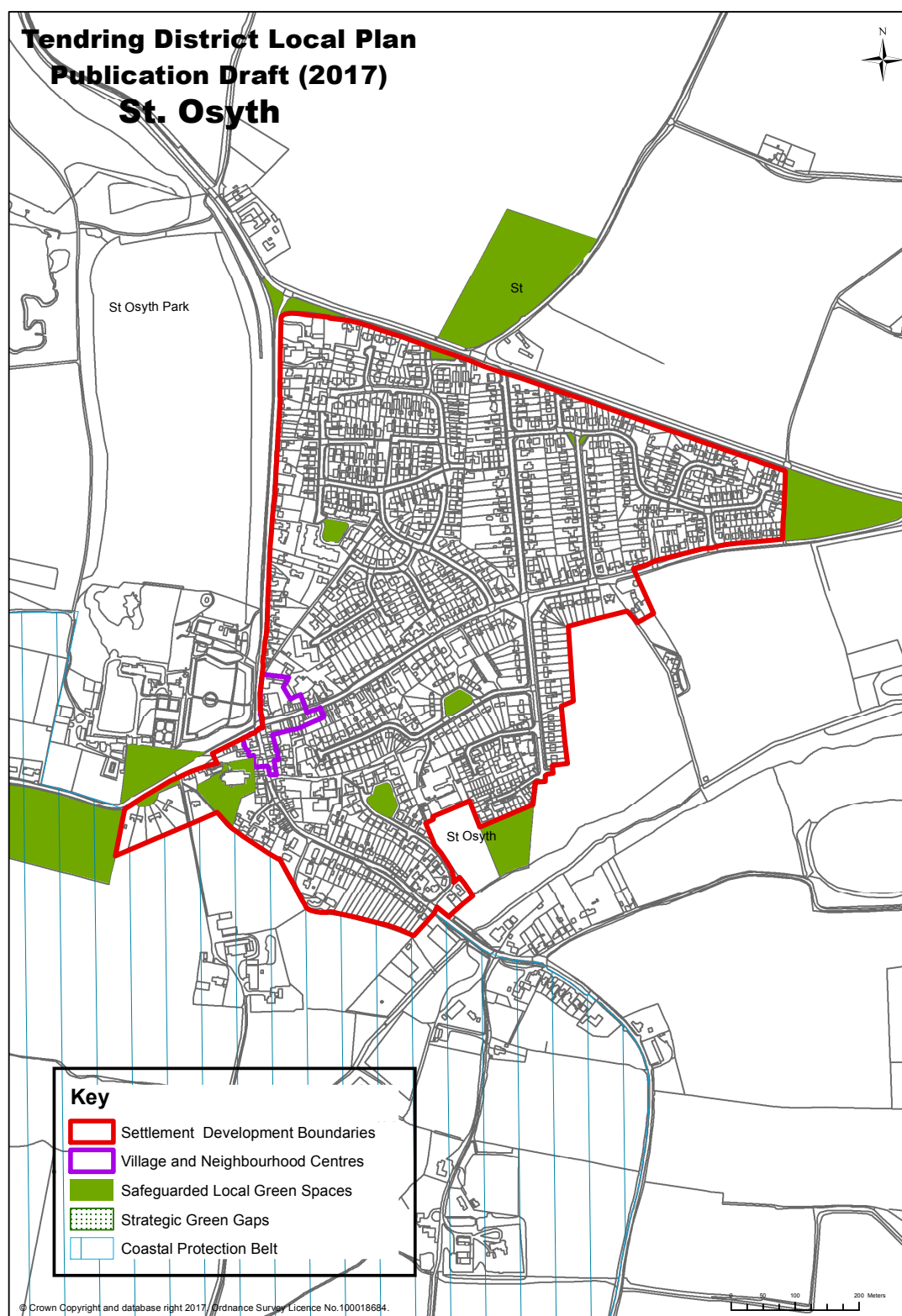
B.22 Ramsey

Map - Ramsey



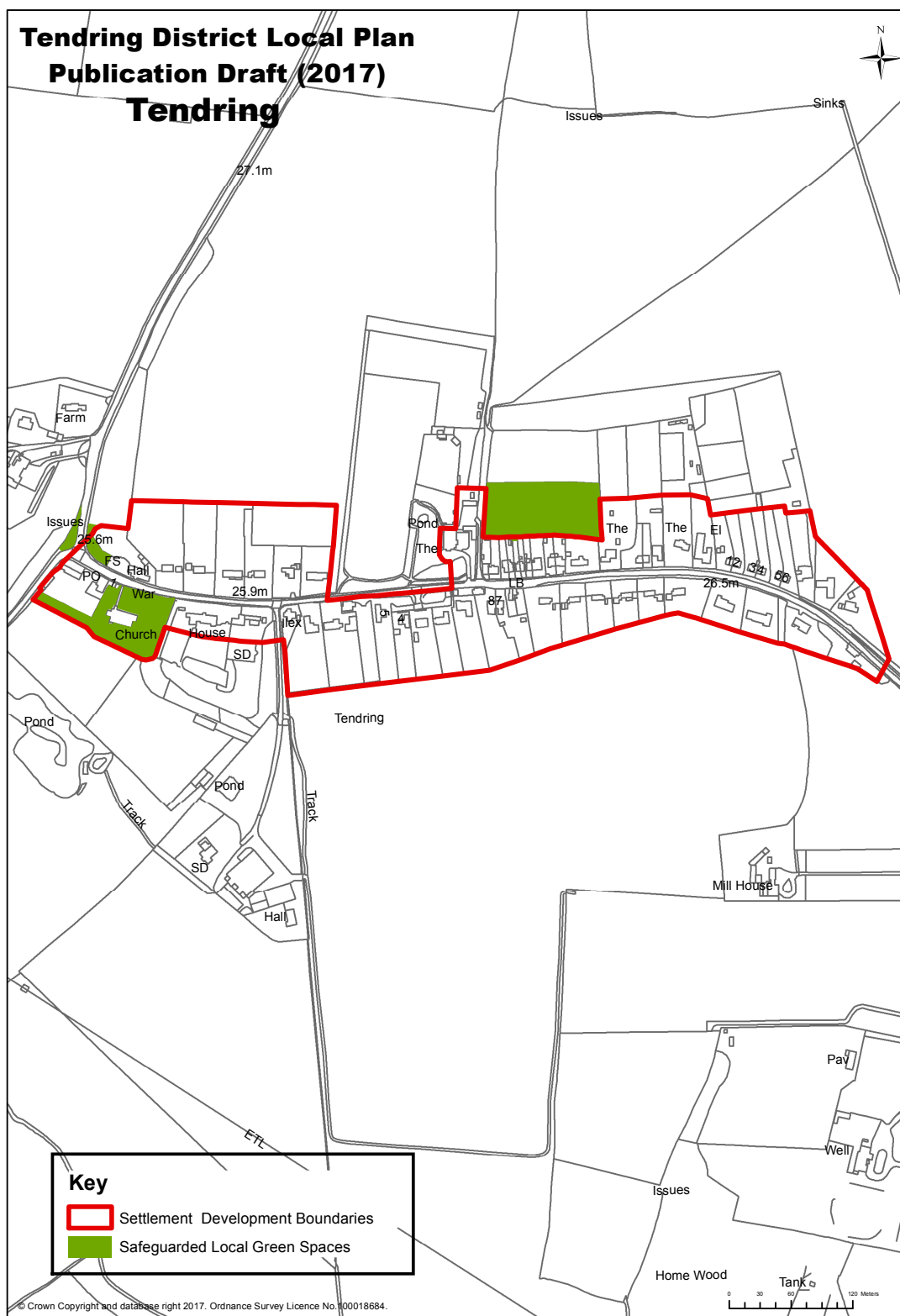
B.23 St Osyth

Map - St Osyth



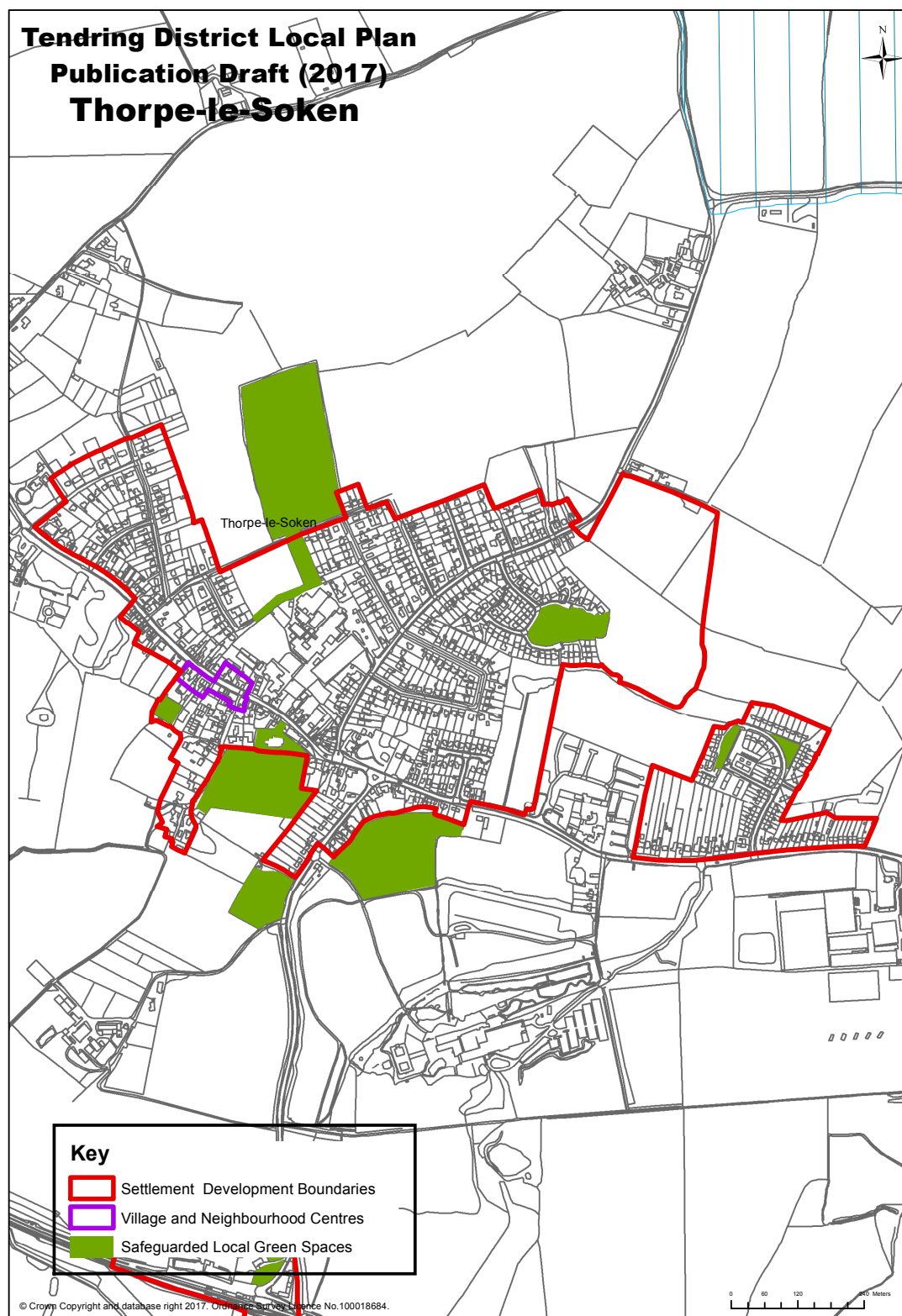
B.24 Tendring

Map - Tendring



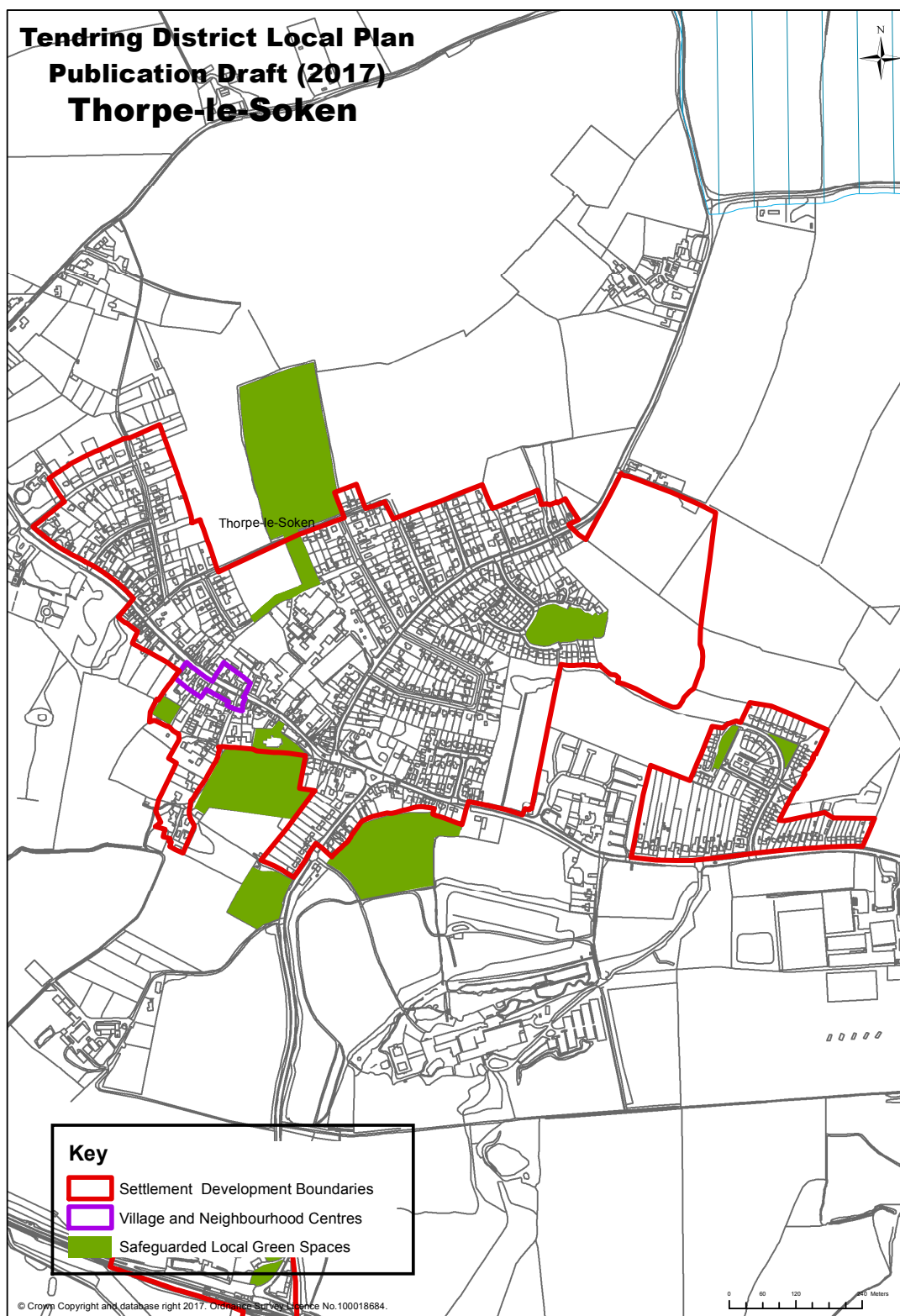
B.25 Thorpe-le-Soken

Map - Thorpe-le-Soken



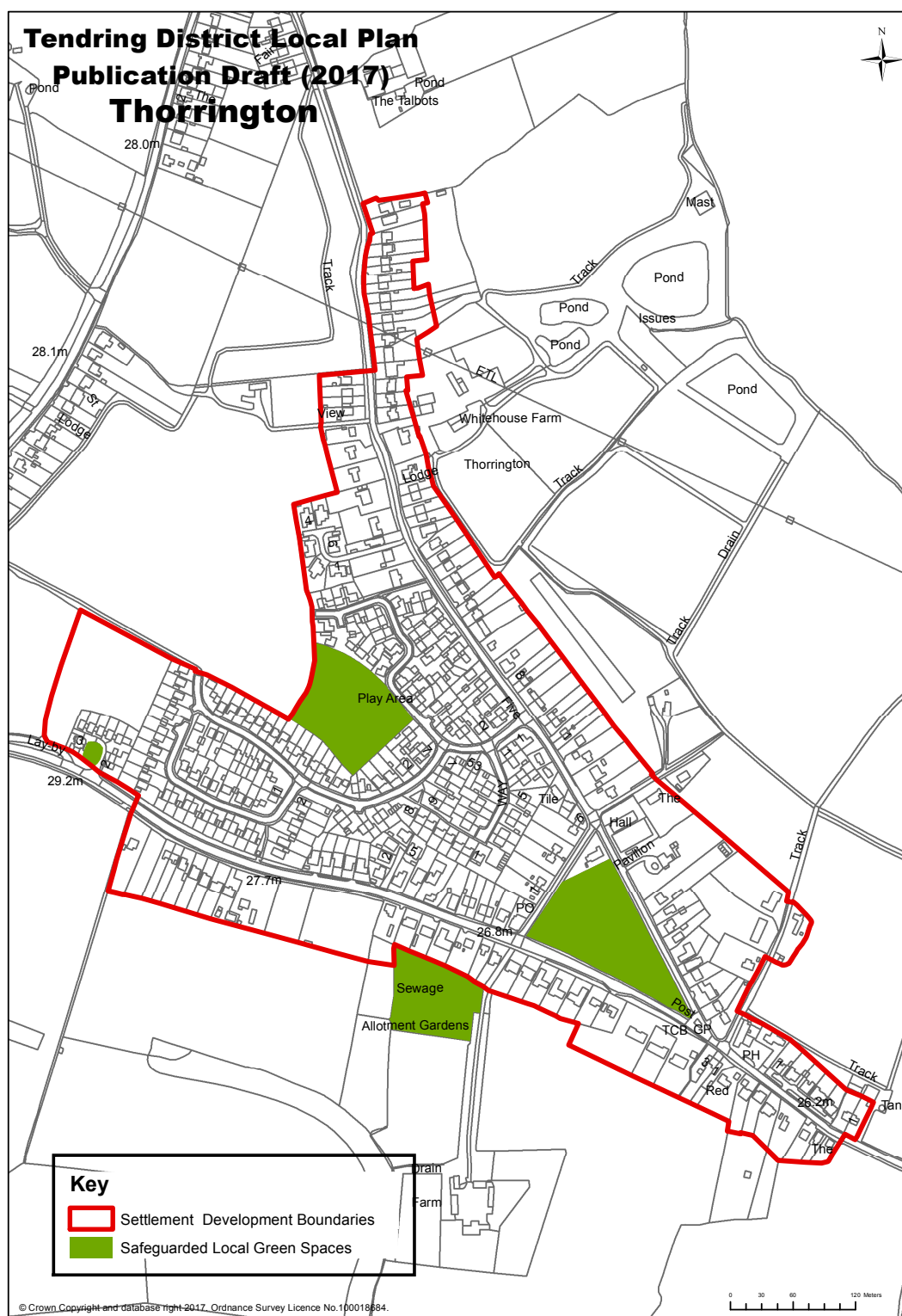
B.26 Thorpe Station and Thorpe Maltings

Map - Thorpe-le-Soken



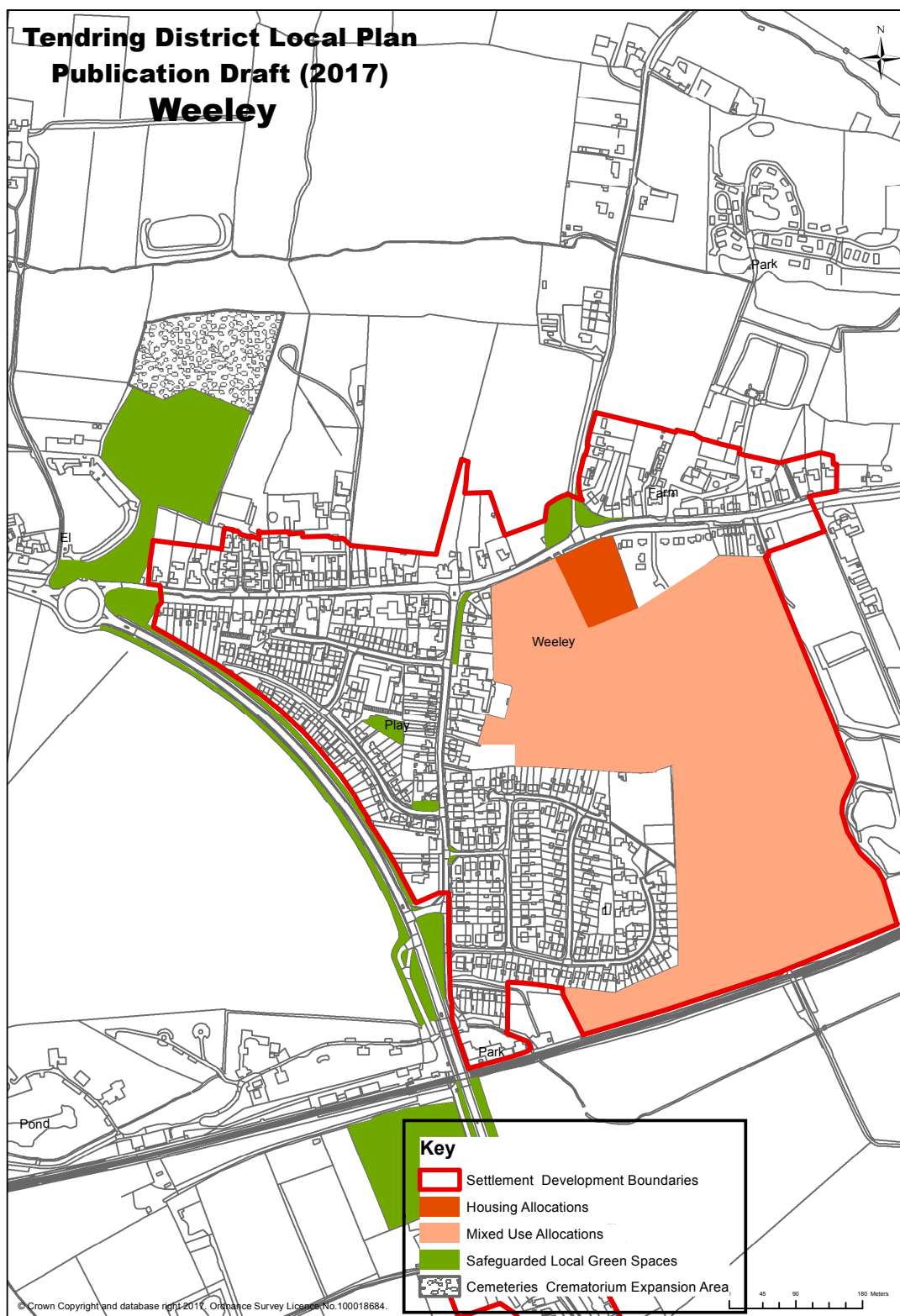
B.27 Thorrington

Map - Thorrington



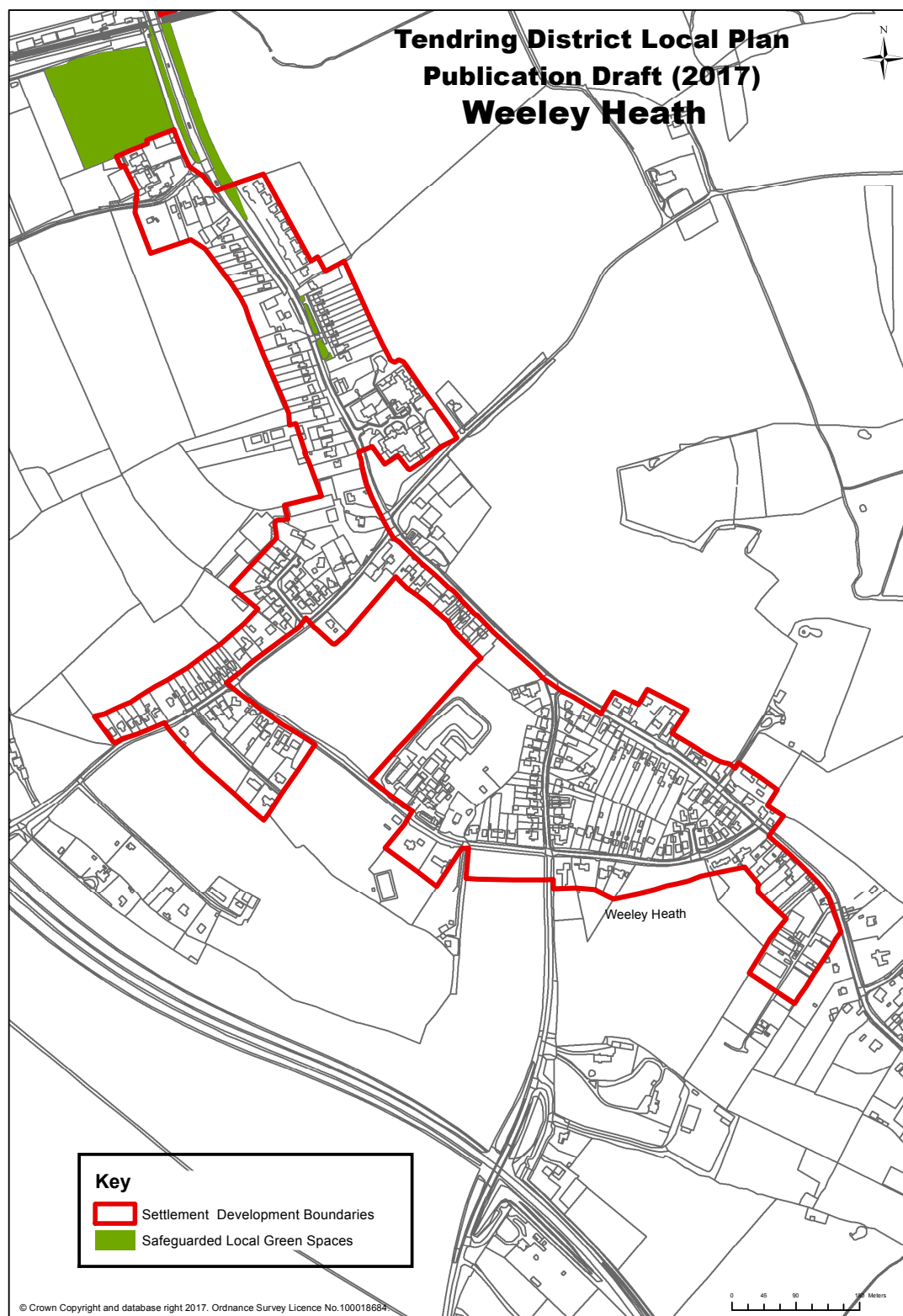
B.28 Weeley

Map - Weeley



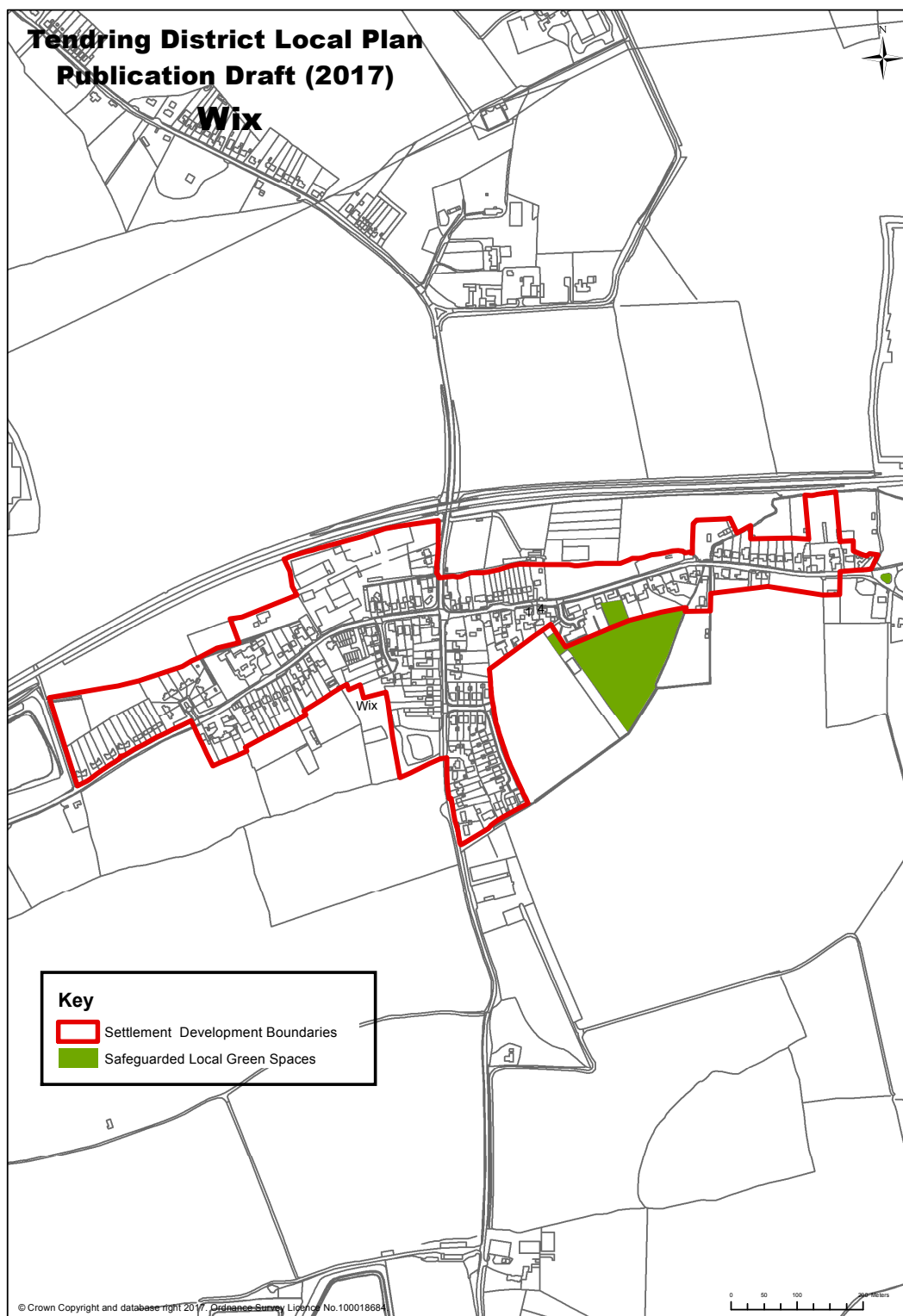
B.29 Weeley Heath

Map - Weeley Heath



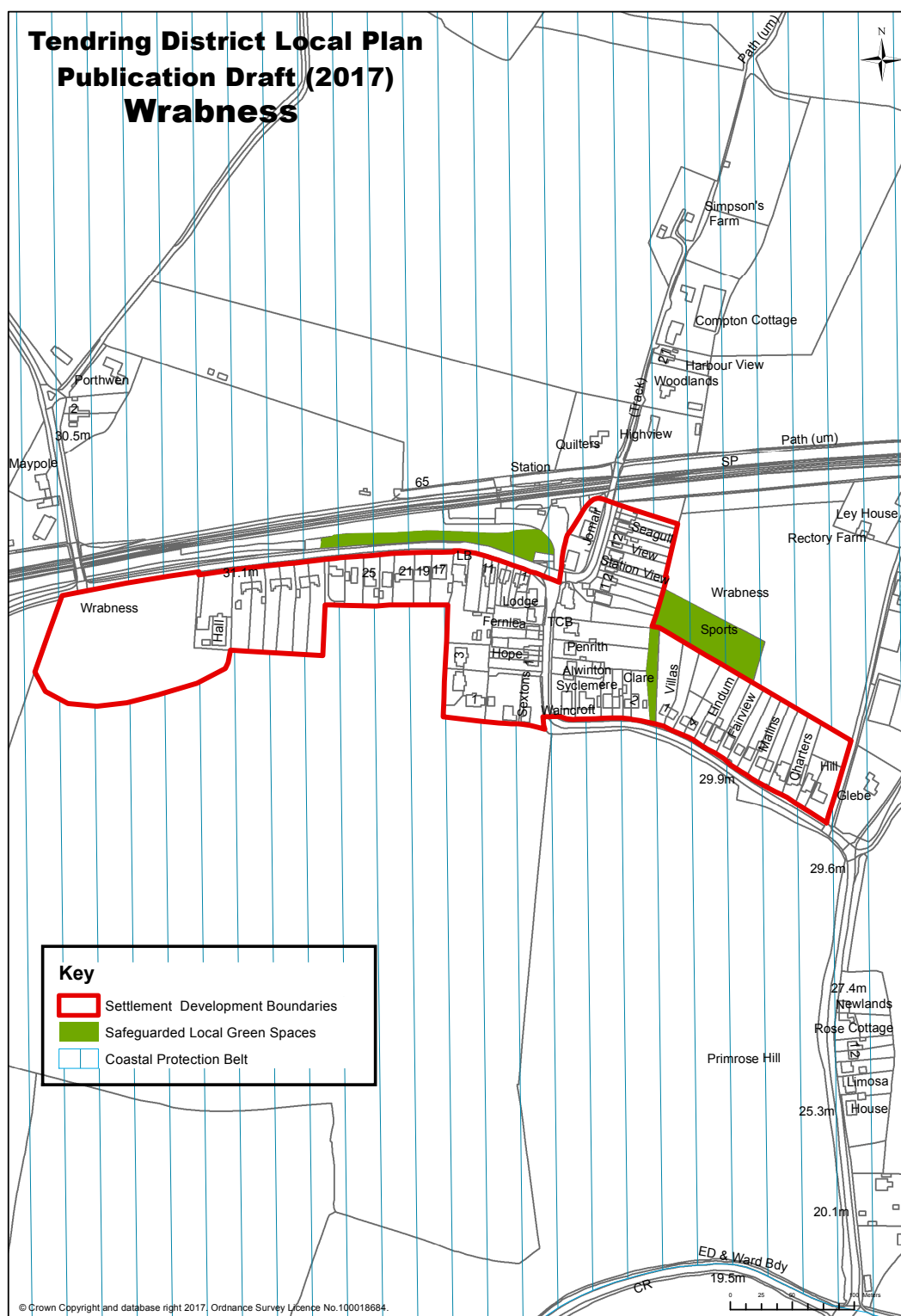
B.30 Wix

Map - Wix



B.31 Wrabness

Map - Wrabness



C Local Wildlife Sites and Ancient Woodland

Table C.1 - Local Wildlife Sites

| Code | Site Name | Area (ha) | Grid Ref. |
|-------|--|-----------|-----------|
| Te1 | Ardleigh Reservoir Wood, Ardleigh | 2.1 | TM 026287 |
| Te2 | Birch Wood, Ardleigh | 0.7 | TM 028303 |
| Te3 | Ardleigh Reservoir Grassland, Ardleigh | 3.1 | TM 032284 |
| Te4 | Churn Wood Meadow, Ardleigh | 1.3 | TM 033256 |
| Te5 | Churn Wood, Ardleigh | 26.3 | TM 036259 |
| Te6 | Wall's Wood, Ardleigh | 14.3 | TM 037271 |
| Te7 * | Chapel Lane Verge, Ardleigh | 0.03 | TM 039263 |
| Te8 * | Pyecats Corner Verges, Elmstead | 0.3 | TM 043254 |
| Te9 | Manor House Meadow, Ardleigh | 1.6 | TM 052288 |
| Te10 | Springhead Corner Meadow, Ardleigh | 2 | TM 053286 |
| Te11 | Alresford Grange, Alresford | 5.2 | TM 055207 |
| Te12 | Villa Farm Quarry, Alresford | 25.8 | TM 056217 |
| Te13 | Noah's Ark Pit, Brightlingsea | 11.9 | TM 060186 |
| Te14 | Alresford Lodge Pits, Alresford | 43.4 | TM 061204 |
| Te15 | Palegate Wood, Elmstead | 5.8 | TM 061235 |
| Te16 | St. Peter's Church, Alresford | 0.4 | TM 064206 |
| Te17 | Park Wood, Elmstead | 1.4 | TM 064230 |
| Te18 | Crestland Wood Meadow, Alresford | 2.5 | TM 067210 |
| Te19 | Oldhall Wood, Alresford | 6.9 | TM 068203 |
| Te20 | Money Wood, Elmstead | 1.7 | TM 068253 |
| Te21 | Crestland Wood, Alresford | 14.1 | TM 069208 |
| Te22 | Thicks Wood, Thorrington | 12.3 | TM 070189 |
| Te23 | Tenpenny Farm Wood, Alresford | 1.4 | TM 073215 |

| Code | Site Name | Area (ha) | Grid Ref. |
|------|---|-----------|-----------|
| Te24 | Frating Hall/Captains Woods, Frating | 14.5 | TM 074228 |
| Te25 | Shir Burn Wood and Meadow, Lawford | 8.6 | TM 074312 |
| Te26 | Alresford Hall Woods, Alresford | 34.8 | TM 075200 |
| Te27 | Mill Wood, Great Bromley | 4.5 | TM 075248 |
| Te28 | Hockley Farm Wood, Frating | 8.5 | TM 077223 |
| Te29 | Wick's /Lodge Wood, Brightlingsea | 8.4 | TM 078177 |
| Te30 | Tenpenny Brook, Alresford | 4.7 | TM 079203 |
| Te31 | Thorrington Plantation, Thorrington | 12.2 | TM 080203 |
| Te32 | Church Road Wood, Frating | 1.1 | TM 081222 |
| Te33 | Manning Grove, Little Bromley | 2.1 | TM 081275 |
| Te34 | Judas Gap Marsh, Lawford | 12.1 | TM 081324 |
| Te35 | Mill Dam Meadow, Thorrington | 1.6 | TM 083196 |
| Te36 | Poplar Chase, Thorrington | 19.8 | TM 083210 |
| Te37 | Great Bromley Churchyard, Great Bromley | 0.3 | TM 083262 |
| Te38 | Thors Park Meadow, Thorrington | 2.6 | TM 085200 |
| Te39 | Rook Wood, Thorrington | 3.6 | TM 086190 |
| Te40 | Wignall Street Grassland, Lawford | 2.5 | TM 086310 |
| Te41 | Hockley Wood, Thorrington | 14.8 | TM 088213 |
| Te42 | Lawford Churchyard, Lawford | 0.6 | TM 089315 |
| Te43 | Thorrington Marshes, Thorrington | 20.8 | TM 091185 |
| Te44 | Little Bromley Churchyard, Little Bromley | 0.3 | TM 091278 |
| Te45 | Wignall Brook Grasslands, Lawford | 14 | TM 091314 |
| Te46 | East End Green, Brightlingsea | 2 | TM 097168 |
| Te47 | Robinson Road Ponds, Brightlingsea | 2.7 | TM 097173 |
| Te48 | Thorrington Hall Wood, Thorrington | 48.5 | TM 101192 |

| Code | Site Name | Area (ha) | Grid Ref. |
|--------|--|-----------|-----------|
| Te49 * | Frating Abbey Farm Road Verge, Thorrington | 0.2 | TM 103199 |
| Te50 | Bentley Brook, Great Bentley / Thorrington | 39 | TM 105208 |
| Te51 | Lower Farm Marshes, Brightlingsea | 61.2 | TM 106175 |
| Te52 | Hopping Bridge Marsh, Mistley | 1.2 | TM 111319 |
| Te53 | Little Bentley Hall Wood, Little Bentley | 43.4 | TM 113244 |
| Te54 | Flag Creek Marsh, St Osyth | 5.6 | TM 114170 |
| Te55 | Great Bentley Pumping Station, Great Bentley | 3.5 | TM 114222 |
| Te56 * | Dead Lane Verge, St Osyth | 0.1 | TM 116183 |
| Te57 | St. Osyth Parkland, St Osyth | 91.3 | TM 118163 |
| Te58 | Furze Hills Complex, Mistley | 20.2 | TM 118311 |
| Te59 | High Barn Wood, Great Bentley | 3.3 | TM 123229 |
| Te60 | Reed Pond, St Osyth | 1.5 | TM 124150 |
| Te61 | Martin's Grove, St Osyth | 5.2 | TM 124186 |
| Te62 * | Aingers Green Verges, Great Bentley | 0.6 | TM 125200 |
| Te63 | St. Osyth Cemetery, St Osyth | 0.7 | TM 127163 |
| Te64 | Shair Wood, Great Bentley | 1.1 | TM 129230 |
| Te65 | Milton Wood, St Osyth | 6 | TM 131190 |
| Te66 | Stockets Grove, St Osyth | 2.4 | TM 131198 |
| Te67 * | Pump Hill Verges, St Osyth | 0.6 | TM 132160 |
| Te68 | Violet Grove, St Osyth | 0.3 | TM 136190 |
| Te69 | Simplebirch and Bowshots Wood, St Osyth | 9.5 | TM 138197 |
| Te70 | Pilcox Wood, Tendring | 3.1 | TM 138252 |
| Te71 | Jaywick Beach, Clacton | 12.8 | TM 139126 |
| Te72 | Oakhurst Wood, Weeley | 7.5 | TM 140205 |

| Code | Site Name | Area (ha) | Grid Ref. |
|--------|---|-----------|-----------|
| Te73 | High Grove, St Osyth | 2.1 | TM 141174 |
| Te74 * | Goose Green Verge, Tendring | 0.03 | TM 141254 |
| Te75 | Gutteridge Wood, Weeley | 5.2 | TM 142210 |
| Te76 | Maldon Wood, St Osyth | 13.8 | TM 143196 |
| Te77 | Hillands Wood, Tendring | 4.6 | TM 143234 |
| Te78 | Jaywick Marshes, Clacton | 59 | TM 144134 |
| Te79 | Home Wood, Tendring | 6.6 | TM 149234 |
| Te80 | Hartley Wood, St Osyth | 29.7 | TM 151176 |
| Te81 | Tendring Grove, Tendring | 4.9 | TM 153243 |
| Te82 | Coppin's Hall Wood, Clacton | 2.4 | TM 155161 |
| Te83 * | Weeley Bypass, Weeley/St Osyth/Lt Clacton | 18.2 | TM 156194 |
| Te84 | Island and Roger's Groves, Weeley | 8.3 | TM 158220 |
| Te85 | Stonehall Wood, Tendring | 2.8 | TM 158256 |
| Te86 | Simon's Wood, Tendring | 3.6 | TM 160239 |
| Te87 | Far Thorpe Green, Thorpe-le-Soken | 2.8 | TM 162226 |
| Te88 | Gravel Wood, Tendring | 8.1 | TM 162253 |
| Te89 | Killgrove Wood, Great Oakley | 3.3 | TM 163265 |
| Te90 | Wrabness Depot and Marsh, Wrabness | 29.8 | TM 163315 |
| Te91 | Dengewell Wood, Wix | 4.2 | TM 166276 |
| Te92 | Burcart's Meadow, Clacton | 4.3 | TM 167180 |
| Te93 | Lower Botany Farm, Weeley | 4.4 | TM 167208 |
| Te94 | Broadmeadow Wood, Great Oakley | 3.7 | TM 169263 |
| Te95 | Thorpe Green, Thorpe-le-Soken | 1 | TM 170231 |
| Te96 | Brakey Grove, Wrabness | 6 | TM 172313 |
| Te97 | Glebe Wood, Beaumont | 3.4 | TM 175258 |

| Code | Site Name | Area (ha) | Grid Ref. |
|---------|--|-----------|-----------|
| Te98 | Upper Holland Brook, Lt Clacton/Gt Holland | 42.8 | TM 177212 |
| Te99 | St. Michael's Churchyard, Thorpe-le-Soken | 1.6 | TM 179222 |
| Te100 | Burrsville Park, Clacton | 10.6 | TM 180170 |
| Te101 | Wrabness Siding, Wrabness | 0.2 | TM 180315 |
| Te102 | West Grove, Wrabness | 2.1 | TM 180319 |
| Te103 | The Grove, Great Clacton | 0.7 | TM 183175 |
| Te104 | East Grove, Wrabness | 1.5 | TM 183318 |
| Te105 | Clacton Cemetery, Clacton | 5 | TM 184168 |
| Te106 * | Beaumont Bridge Verge, Beaumont | 0.01 | TM 185237 |
| Te107 | Clacton North Cliff, Clacton | 0.8 | TM 187153 |
| Te108 | Beaumont Marsh, Beaumont | 4.6 | TM 188250 |
| Te109 | Great Holland Pits, Great Holland | 13.4 | TM 202192 |
| Te110 | Soils Wood, Great Oakley | 3.2 | TM 203286 |
| Te111 | Copperas Wood East, Ramsey and Parkeston | 3 | TM 206317 |
| Te112 | Whinny Grove, Ramsey and Parkeston | 1.2 | TM 215302 |
| Te113 | Michaelstowe Hall, Ramsey & Parkeston | 7.8 | TM 218306 |
| Te114 | Holland Hall Wood, Great Holland | 5.3 | TM 220195 |
| Te115 | Ramsey Ray, Ramsey and Parkeston | 50 | TM 232317 |
| Te116 | Dockfield Avenue Allotments, Harwich | 2.2 | TM 236312 |
| Te117 | Frinton Cliffs, Frinton | 17.2 | TM 242199 |
| Te118 | Pedlars Wood, Frinton | 2.7 | TM 244209 |
| Te119 | The Hangings, Harwich | 6.7 | TM 247317 |
| Te120 | Station Lane Grassland, Harwich | 4.3 | TM 250317 |
| Te122 | Barnes Spinney, Walton | 1.3 | TM 257226 |

| Code | Site Name | Area (ha) | Grid Ref. |
|-------|-------------------------------------|-----------|-----------|
| Te123 | Harwich Beach, Harwich | 0.9 | TM 262325 |
| Te124 | The Naze, Walton | 16.4 | TM 265237 |
| Te125 | Bentley Green (West), Great Bentley | 1.3 | TM 111220 |

* Protected Verges

Table C.2 - Ancient Woodland Inventory

| Name | Grid Reference |
|------------------------------------|----------------|
| Thick's Wood, Brightlingsea (LoWS) | 071190 |
| Wicks Wood, Brightlingsea (LoWS) | 076175 |
| Mill Wood, Alresford (LoWS)An | 077199 |
| Rook Wood, Thorrington (LoWS) | 087191 |
| Bullock Wood, Ardleigh (SSSI) | 019279 |
| Churn Wood, Ardleigh (LoWS) | 036258 |
| Walls Wood, Ardleigh (LoWS) | 038274 |
| Cockaynes Wood, Alresford (LoWS) | 058218 |
| Palegate Wood, Elmstead (LoWS) | 062235 |
| Park Wood, Elmstead (LoWS) | 065231 |
| Oldhall Wood, Alresford (LoWS) | 068203 |
| Money Wood, Elmstead (LoWS) | 068252 |
| Crestland Wood, Alresford (LoWS) | 070209 |
| Captains Wood, Frating (LoWS) | 075228 |
| Mill Wood, Great Bromley (LoWS) | 075248 |
| Boudge Hill Wood, Great Bromley | 076258 |
| Tenpenny Heath, Thorrington (LoWS) | 081203 |
| Hockley Wood, Frating (LoWS) | 088213 |

| Name | Grid Reference |
|---|----------------|
| Manning Grove, Great Bromley (LoWS) | 088275 |
| Thorrington Hall Wood, Thorrington (LoWS) | 101194 |
| Martins Grove, St Osyth (LoWS) | 124187 |
| Riddles Wood, St Osyth (SSSI) | 129180 |
| Milton Wood, St Osyth (LoWS) | 132191 |
| Stockets Grove, St Osyth (LoWS) | 132198 |
| Maldon Wood, St Osyth (LoWS) | 142197 |
| Hartley Wood, St Osyth (LoWS) | 152176 |
| Coppins Hall Wood, Clacton (LoWS) | 156162 |
| Alder Car, Great Bentley | 102224 |
| Chequers Wood, Little Bromley | 104291 |
| Thirty Acre Wood, Great Bentley | 109233 |
| Little Bentley Hall Wood, Little Bentley (LoWS) | 114245 |
| High Barn Wood, Tendring (LoWS) | 124230 |
| Shair Wood, Tendring (LoWS) | 130230 |
| Gutteridge Hall Wood, Weeley (LoWS) | 142209 |
| Hillands Wood, Tendring (LoWS) | 143234 |
| Home Wood, Tendring (LoWS) | 149235 |
| Tendring Grove, Tendring (LoWS) | 153244 |
| Island Grove, Weeley (LoWS) | 155218 |
| Rogers Grove, Weeley (LoWS) | 158222 |
| Stonehall Wood, Great Oakley (LoWS) | 158256 |
| Weeley Hall Wood, Weeley (SSSI, EWT) | 160210 |
| Simons Wood, Tendring (LoWS) | 162253 |
| Killgrove Wood, Great Oakley (LoWS) | 162267 |

| Name | Grid Reference |
|---|----------------|
| Dengewell Wood, Great Oakley (LoWS) | 167277 |
| Broadmeadow Wood, Great Oakley (LoWS) | 169263 |
| Glebe Wood, Beaumont (LoWS) | 175258 |
| Mill Grove, Bradfield | 140308 |
| Brakey Grove, Wrabness (LoWS) | 172313 |
| West and East Grove, Wrabness (LoWS) | 183319 |
| Stour Wood, Wrabness (SSSI, WT, RSPB) | 190314 |
| Holland Hall Wood, Great Holland (LoWS) | 221195 |
| Copperas Wood, Ramsey (SSSI, EWT (pt)) | 203316 |

(Source: Natural England, February 1992, reviewed June 2012)

D Heritage Assets

Table D.1 - Conservation Areas

| Location | Date of Designation | Additional Information |
|--|---------------------|--|
| Ardleigh | 23.03.1981 | |
| Bradfield | 21.09.1981 | |
| Brightlingsea | 30.06.1975 | Extended 16.09.1985 and 14.09.1987 |
| Brightlingsea Hall and All Saints Church | 22.03.1993 | |
| Clacton Seafront | 04.12.2001 | |
| Dovercourt | 17.07.1986 | Extended 16.07.1992 and 25.09.1995 |
| Frinton and Walton | 19.06.1982 | Extended 20.11.1989 |
| Great Bentley | 02.10.1969 | Amended 07.06.1982 |
| Great Clacton | 19.09.1983 | |
| Great Holland | 08.06.1981 | Extended 21.11.1988 |
| Great Oakley | 02.11.1973 | Amended 07.06.1982 |
| Harwich | 19.06.1969 | Extended 08.02.1982, 14.07.1986 and 25.09.1995 |
| Kirby-le-Soken | 08.06.1981 | Extended 08.06.1987 |
| Lawford | 23.03.1981 | Extended 16.07.1990 |
| Manningtree and Mistley | 02.10.1969 | Extended 23.03.1981, 06.06.1983, 18.12.1989, 11.07.1994 and 29.10.2010 |
| Ramsey | 21.09.1981 | |

| Location | Date of Designation | Additional Information |
|---|---------------------|--|
| St. Osyth | 02.10.1969 | Amended 07.06.1982, 21.11.1988 and extended 29.10.2010 |
| Tendring | 21.09.1981 | Extended 16.11.1992 |
| Thorpe-le-Soken | 02.10.1969 | Extended 21.11.1988 |
| Thorpe-le-Soken Station and Maltings | 26.03.1990 | |

The Conservation Areas at Frinton and Walton, Great Holland, Kirby-le-Soken, Manningtree and Mistley and St. Osyth are also the subject of 'Conservation Area Management Plans' (CAMP) which will be a material consideration in planning decisions. A CAMP is also proposed for Thorpe-le-Soken Station and Maltings and others may be introduced during the course of the plan period.

Note: Maps of the Conservation Area boundaries as they exist at the time of printing are shown on the Policies Maps and Local Maps. These boundaries are subject to change at any time during the lifetime of this Local Plan. Please contact the Council or check the Council's website (www.tendringdc.gov.uk) for latest information about Conservation Areas.

Table D.2 - Protected Lanes

| Parish | Name |
|----------------|---|
| Ardleigh | Lodge Lane/Crown Lane North Spring Valley Lane |
| Bradfield/Wix | Cansey Lane |
| Elmstead | Turnip Lodge Lane |
| Great Oakley | Pesthouse Lane Hill Road/Rectory Road, The Soils |
| Lawford | Church Hill |
| Little Bromley | Little Bromley Road |

Note: Protected Lanes were designated by Essex County Council in 2015. They were adopted by Tendring District Council in 2015.

Table D.3 - Historic Parks and Gardens

| Monument Title |
|-------------------------------------|
| Clacton Seafront Gardens (Grade II) |
| St. Osyth Priory (Grade II) |
| Thorpe Hall (Grade II) |

(Source: Historic England)

Note: Further details of these, including maps of each area, can be found on the 'National Heritage List for England' on Historic England's website (www.historicengland.org.uk).

Table D.4 - Scheduled Monuments

| Parish | Monument Title | Grid Reference |
|------------------|--|----------------|
| Alresford | Remains of St. Peter's Church | TM064206 |
| Ardleigh | Crop mark site south of Ardleigh | TM057284 |
| | | TM058289 |
| Beaumont | Beaumont Quay, Hamford Water | TM189240 |
| Frinton & Walton | Martello Tower (K) and associated Battery south west of Walton Mere | TM250220 |
| | | TM251220 |
| Clacton | Lion Point Decoy 810m south-east of Cockett Wick Farm | TM139133 |
| Clacton | Remains of the Medieval Parish Church and Cemetery 70m north-east of the junction of Hall Close and Frinton road, Holland-on-sea | TM209167 |
| Clacton | Martello Tower (F) on Marine Parade West | TM174143 |
| Clacton | Martello Tower (E) 300m south-west of Junction of Marine parade West and Wash Lane | TM167137 |
| Clacton | Martello Tower (D) on golf links west of town | TM162133 |
| Clacton | Martello Tower (C) west of Lion Point | TM137128 |
| Harwich | The Harwich Treadwheel Crane | TM262325 |

| Parish | Monument Title | Grid Reference |
|-----------------|---|----------------|
| Harwich | The Harwich Redoubt | TM261321 |
| Harwich | Napoleonic Coastal Battery at Bathside | TM258324 |
| Harwich | Beacon Hill Fort | TM262317 |
| Harwich | Dovercourt Lighthouses and Causeway | TM252308 |
| Harwich | Harwich High Lighthouse | TM261324 |
| Harwich | Harwich Low Lighthouse | TM262323 |
| Lawford | Settlement site north north-east of Lawford House | TM086308 |
| Lawford | Ring ditches south-west of Reed Island | TM086327 |
| Lawford | Round Barrow west of Lawford Hall | TM081318 |
| Little Oakley | Heavy Anti-Aircraft Gunsite 350m north of Little Oakley Hall | TM216288 |
| Mistley | Mistley Towers | TM116319 |
| Mistley | Site of Old St Mary's Church | TM128310 |
| St Osyth | St Osyth Priory | TM120157 |
| | (uninhabited portions and gatehouse) | TM120156 |
| St Osyth | Martello Tower (A) and associated battery at Stone Point, Point Clear | TM083157 |
| Thorpe-le-Soken | WWII Bombing Decoy HA2, Kirby-le-Soken | TM218239 |
| Wix | WWII Bombing Decoy WRI Spinnels Farm | TM159302 |

(Source: [Historic England](https://historicengland.org.uk))

Note: Further details of these, including maps of each area, can be found on the 'National Heritage List for England' on Historic England's website (www.historicengland.org.uk).



North Essex Authorities Strategic Section One for Local Plans: Draft Publication (Regulation 19)

Draft Sustainability Appraisal (SA): Non-Technical Summary - June 2017





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Glossary of Acronyms

| | |
|-----------------|--|
| AA | Appropriate Assessment |
| ALC | Agricultural Land Classification |
| AONB | Area of Outstanding Natural Beauty |
| AQMA | Air Quality Management Area |
| BDC | Braintree District Council |
| CA | Conservation Area |
| CAUSE | Campaign Against Urban Sprawl in Essex |
| CBC | Colchester Borough Council |
| CCC | Chelmsford City Council |
| CO ₂ | Carbon Dioxide |
| DCLG | Department for Communities and Local Government |
| DECC | Department of Energy and Climate Change |
| DEFRA | Department for Environment, Food and Rural Affairs |
| DfT | Department for Transport |
| DPD | Development Plan Document |
| EA | Environment Agency |
| EC | European Commission |
| ECC | Essex County Council |
| EEFM | East of England Forecasting Model |
| EHF | Essex Historic Environment Record |
| EU | European Union |
| GC | Garden Community |
| GCP | Garden City Principle |
| GTAA | Gypsy & Traveller Accommodation Assessment |
| Ha | Hectare |
| HE | Historic England |
| HMA | Housing Market Area |
| HRA | Habitats Regulations Assessment |
| I&O | Issues and Options |
| IWMP | Integrated Water Management Plan |
| JNCC | Joint Nature Conservation Committee |
| KS4 | Key Stage 4 |
| LB | Listed Building |
| LCA | Landscape Character Assessment |
| LEP | Local Enterprise Partnership |
| LPA | Local Planning Authority |



| | |
|---------|--|
| LNP | Local Nature Partnership |
| MSA | Minerals Safeguarding Area |
| NE | Natural England |
| NEGC | North Essex Garden Communities |
| NHS | National Health Service |
| NPPF | National Planning Policy Framework |
| NVQ | National Vocational Qualification |
| OAN | Objectively Assessed Need |
| ONS | Office of National Statistics |
| PDL | Previously Developed Land |
| PO | Preferred Options |
| PPG | Planning Practice Guidance |
| PRoW | Public Right of Way |
| SA | Sustainability Appraisal |
| SAC | Special Area of Conservation |
| SEA | Strategic Environmental Assessment |
| SELEP | South East Local Enterprise Partnership |
| SFRA | Strategic Flood Risk Assessment |
| SHLAA | Strategic Housing Land Availability Assessment |
| SHELA | Strategic Housing and Employment Land Availability |
| SLAA | Strategic Land Availability Assessment |
| SHMA | Strategic Housing Market Assessment |
| SM | Scheduled Monument |
| SNPP | Sub National Population Projections |
| SO | Sustainability Objective |
| SPA | Special Protection Area |
| SPD | Supplementary Planning Document |
| SPG | Supplementary Planning Guidance |
| Sqm | Square Metre |
| SSSI | Site of Specific Scientific Interest |
| STW/WRC | Sewage Treatment Works / Water Recycling Centres |
| SuDS | Sustainable Drainage System |
| TCPA | Town and Country Planning Association |
| TDC | Tendring District Council |
| UDC | Uttlesford District Council |
| UK | United Kingdom |
| UPC | Unattributed Population Change |
| WCS | Water Cycle Study |
| WPA | Waste Planning Authority |

1. Introduction

1.1 Background

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

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

1.2 Section One for Local Plans

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

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

The geographic and functional relationship between the authorities' areas is demonstrated by the fact that, with Chelmsford City Council, they form a single Housing Market Area (HMA) for planning purposes; and they are a major part of the Haven Gateway, an established economic partnership. Within this context, the forecast levels of future population growth together with the geography of North Essex means that considerations for future growth will include options that have clear cross-boundary implications. These include both the expansion of existing towns and villages as well as possible new settlements.

Consequently, Braintree, Colchester and Tendring have agreed to come together because of their shared desire to promote a sustainable growth strategy for the longer term; and the particular need to articulate the strategic priorities within the wider area and how these will be addressed. Central to this is the effective delivery of planned strategic growth, particularly housing and employment development, with the necessary supporting infrastructure.

The Strategic Section One for Local Plans is intended to form part of each of the authorities' separate Local Plans of Braintree, Colchester and Tendring, with the main purpose of covering the strategic Local Plan requirements of:

- Articulating a spatial portrait of the area, including its main settlements and strategic infrastructure, as a framework for accommodating future planned growth;
- Providing a strategic vision for how planned growth in north Essex will be realised, setting strategic objectives and policies for key growth topics;



- Setting out the numbers of additional homes and jobs across the area that will be needed covering the plan period to 2033; and
- Highlighting the key strategic growth locations across the area and the necessary new or upgraded infrastructure to support this growth.

Sections One and Two of the Local Plans of Braintree, Colchester and Tendring form part of a suite of planning documents relevant to each area, including county-wide and local Plans such as:

- ECC Minerals Local Plan (2014);
- ECC Waste Local Plan (emerging);
- ECC Development Management Policies (2011); and
- Neighbourhood Plans.

Other relevant plans and programmes are identified in Annex of the SA. Annex A also includes the description of other environmental protection objectives which are relevant to Section One including Council Directive 79/409/EEC on the conservation of wild birds(a) and the Habitats Directive.

2. Sustainability Appraisal / Strategic Environmental Assessment

2.1 The Requirement for Sustainability Appraisal

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

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

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

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

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

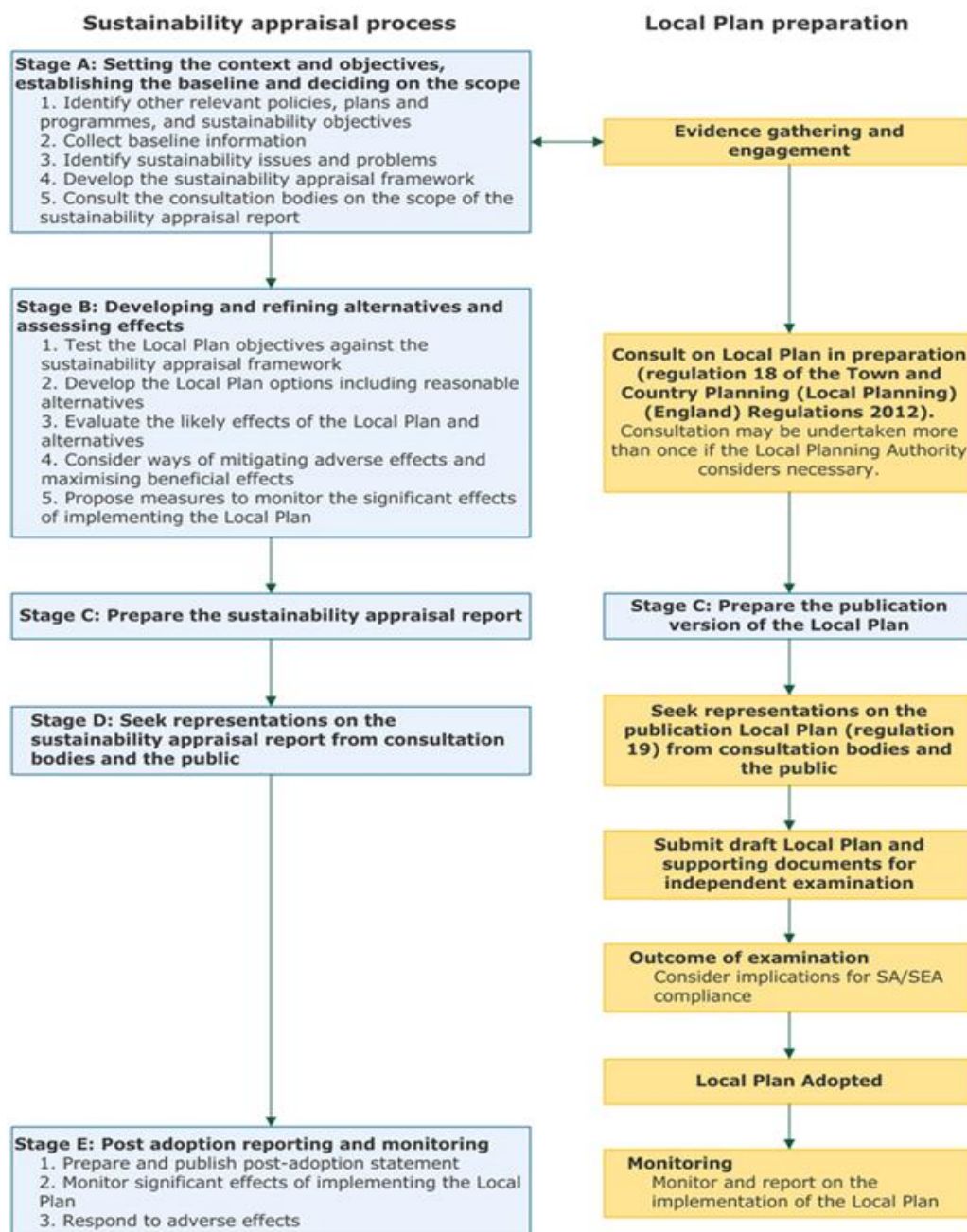
This includes Local Plans. The aim of the SEA is to identify potentially significant environmental effects created as a result of the implementation of the plan or programme on issues such as *'biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors'* as specified in Annex 1(f) of the Directive. SA examines the effects of proposed plans and programmes in a wider context, taking into account economic, social and environmental considerations in order to promote sustainable development. It is mandatory for Local Plans to undergo a Sustainability Appraisal in accordance with the Planning and Compulsory Purchase Act 2004 as amended by the Planning Act 2008, and in accordance with paragraph 165 of the NPPF.

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

2.2 The Sustainability Appraisal Process

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

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



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

2.3 The Aim and Structure of this Non-Technical Summary

This Non-Technical Summary responds to Stage C in the SA process above; including those requirements of Stage B: assessing strategic options including reasonable alternatives, evaluating the likely effects of the strategic options and alternatives, and considering ways of mitigating adverse effects and maximising beneficial effects.

The production of a Sustainability Appraisal (Environmental) Report is a statutory requirement at this stage, and this SA Report has been produced to accompany the Draft Publication Local Plan consultations for Braintree District Council's Local Plan, Colchester Borough Council's Local Plan and Tendring District Council's Local Plan.

Following the finalisation of this Report, Stage D in the above SA process requires consultation. There are three statutory consultees or 'environmental authorities' that are required to be consulted for all Sustainability Appraisal and Strategic Environmental Assessment documents. These are:

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

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

The environmental authorities and public are to be given 'an early and effective opportunity' within appropriate time-frames to express their opinion. This includes the specific notification of the consultation documents and timeframes to those persons or bodies on the 'consultation databases' of the three LPAs. This reflects those persons or bodies who have commented on the SA in previous consultation stages.

3. Sustainability Context and Objectives

3.1 Environmental Characteristics and Objectives

The following table outlines the stages which led to the formulation of the Sustainability Objectives for the Strategic Section One for Local Plans, which were based on key sustainability issues and considerations for the whole Strategic Area. The state of the environment in absence of the Section One is derived from the Baseline Information addressed in Annex B accompanying this report and the wider benefits that can be expected of growth over a large strategic area.

Table 1: Key Sustainability Issues and Problems and resulting Sustainability Objectives

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|----------------------------|---|--|--|
| Social integration | Some of the highest increases in populations county-wide are forecast to be in Colchester Borough and Tendring District and there is a need to integrate new communities with existing ones. | The absence of a strategic approach across the HMA is likely to lead to the allocation of development across the area that can be considered comparatively more piecemeal and not of the scale to stimulate wider infrastructure benefits, and ancillary development requirements, that can be of wider benefit to new and existing communities. | 1) Create safe environments which improve quality of life, community cohesion |
| Quality of life | Tendring has the highest level of deprivation for a local authority within Greater Essex. | | |
| Population growth | The latest population trend data shows that the population in the HMA area is growing annually. The area's population has been projected to increase (ONS, 2014) to 2021. Some of the highest increases in populations county-wide are forecast to be in Colchester Borough and Tendring District. | Without a strategic approach within the HMA, it is probable that each authority would have to explore the allocation of marginal and less sustainable land. | 2) To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|-------------------------------------|--|---|-------------------------------|
| The need for specific housing types | There is an identified need for specific types of housing throughout the strategic area including housing for older people. | As indicated by need, market forces alone can not be expected to deliver all types of housing need in the HMA. The exploration of Spatial Strategy and Section Policies that are wider in scope across the HMA / strategic area, including Garden Community options, enables sustainable growth to be well dispersed in reflection of needs across the HMA. Also and importantly the Section One ensures the delivery of such housing through adhering to Garden City Principles. | |
| Affordable housing | In 2014/15, 3.8% of the net dwelling completions, which accounts for 10 dwellings, were affordable within Tendring, as opposed to higher percentages in Braintree and Colchester. This indicates that affordable housing is an issue. | The scope of the Section One across the HMA can ensure that affordable housing delivery and units for older people can significantly increase. It is also a Garden City Principle and requirement of such strategic development. In the absence of the Strategic Section One for Local Plans, including Garden Communities, there is a possibility that a higher proportion of smaller sites are allocated for development in Local Plans, which would not provide such significant increases in affordable housing and housing for older people. | |
| Ageing population | The population structure in Colchester is more weighted towards 20-44 year olds, similar to the trends in Braintree but with less dominance in this age group. Contrastingly, Tendring has a higher population of people aged over 65. This age group is also predicted to increase over Local Plan periods. | | |
| Gypsy and Traveller | Tendring has seen no increase in Gypsy and | Garden Communities, as explored in the Strategic Section One for Local | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|------------------------------------|--|---|--|
| requirements | Traveller provisions since January 2014. Caravan counts in Braintree have increased since January 2014, but with fluctuations in measuring periods between 2014 and 2016 due to unauthorised sites being removed from the statistics, presumably due to eviction or inclusion in the statistics for tolerated sites. A similar trend is apparent in Colchester. | Plans have the capability, and are likely to provide adequate Gypsy and Traveller provision, located in sustainable areas, that is unlikely to otherwise be forthcoming from call-for-sites processes. | |
| Healthcare services | Health services in the Strategic Area are either underprovided or otherwise oversubscribed. Life expectancy of residents within Tendring District is lower than the regional and national averages with men living for an average of 78.7 years and women on average living 82.0 years. Braintree and Colchester have higher life expectancies for men and women than the national figures, but are both below the regional figures. | In exploring options for strategic level growth within Section One, relevant strategic policies and Garden Communities have the opportunity to integrate adequate health service and recreation provision into the settlement, or can otherwise ensure that accessibility to healthcare facilities is improved. In the absence of this approach, it is possible that current trends will continue and negative implications be exacerbated. | 3) To improve the health of the District's residents and mitigate/reduce potential health inequalities |
| Participation in sport and obesity | Participation in sport has seen a reduction in Tendring and Colchester, and Braintree also has reduced overall since 2012-13. In addition, obesity in Tendring is more prevalent than Braintree, Colchester, the | | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|----------------------------|--|---|---|
| | region and the nation. | | |
| Business start ups | Compared to sub-national and national figures, Tendring district has experienced a lower start up rate and a lower de-registration rate of businesses indicating a slightly less robust local economy. Braintree and Colchester are more in line with the county and national business registration and de-registration rates. | The link between homes and jobs is a key tenet of sustainability, as is ensuring progressive growth in employment opportunities across a range of sectors. This is best addressed at a strategic level through Section One policies and the opportunities presented by Garden Communities. This ensures that a mix can be adequately provided. In contrast, without such an approach it can be expected that out commuting will continue and the location of new housing and employment opportunities would remain disparate. Garden Communities should also, where sensitively located, ensure that town centres remain viable and offer employment opportunities in easy commuting distance to homes. | 4) To ensure and improve the vitality & viability of centres 5) To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways |
| Rural employment | Tendring District is predominantly rural in nature; however the majority of businesses are located in an urban location. The majority of businesses in Colchester are in urban areas. | | |
| Town centres | Town centres within the North Essex and nationally area are under threat from an increase in non-town centre uses through permitted development rights and out of centre retail opportunities which are less congested. | | |
| Commuting patterns | All the authorities registered significant proportions of residents travelling outside to other local authority areas to find employment. Just | | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|--|--|---|---|
| | 59.9% of residents in Braintree remained in the District for their work, which was the lowest percentage of the Districts and Boroughs. Tendring was the next highest, followed by Colchester with the lowest proportion of residents travelling elsewhere for employment. | | |
| International and European wildlife designations | In the Plan Area there are a number of Ramsar sites which include Hamford Water, and parts of the Colne and Blackwater estuaries which include coastal areas, estuaries, rivers and lakes/reservoirs. These Ramsar sites are also SPAs. There is also one 1 SAC in the area: a large coastal area known as Essex Estuaries | The exploration of strategic growth in a plan led system at an early stage enables the results and recommendations of HRA and AA to be factored into plan making at the strategic level. This ensures that mitigation strategies can be developed as per the recommendations of these studies to alleviate pressure on designations and eradicate any 'likely significant effects.' | 6) To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity |
| National and local wildlife designations | There are a number of National Nature Reserves, SSSIs, Local Wildlife Sites and Local nature Reserves in the strategic area. | The exploration of strategic growth in a plan led system at an early stage, enables the green infrastructure of the strategic area to be interconnected and enhanced through a joined-up approach to new settlements and associated economies of scale that could otherwise not be expected. The scope of Section One ensures that green infrastructure is better integrated across the strategic area. | |
| Car ownership | Tendring and Colchester are above the regional and national averages for | Car ownership can be expected to increase without the development of solutions that deliver truly sustainable | 7) To achieve more sustainable travel behaviour, reduce the |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|----------------------------------|--|---|---|
| | households owning 1 or more cars, in contrast with Braintree which is lower. | options at a strategic level that ensure a range of employment opportunities and services are accessible by sustainable means. | need to travel and reduce congestion |
| Congestion | Congestion is common on specific sections of the strategic road network. | | |
| Air quality | There are a number of AQMAs in Colchester | | |
| Congestion and interconnectivity | There are network efficiency issues on a number of strategic inter-urban routes which are operating at or near to capacity. | Without a strategic plan-led approach to growth, it is possible that development requirements on a district / borough wide basis can conflict in the wider area in regard to congestion. The Section One enables a joined up approach to growth that contributes to wider interconnectivity and better transport solutions / improvements. | 8) To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development |
| Transport infrastructure | There is a strategic need for transport infrastructure improvements associated with the A12 and A120 | | |
| Rural transport | The strategic area is largely rural in nature and rural public transport services and interconnectivity is poor. | | |
| Educational achievement | Tending on average has lower proportions of students achieving KS4 results across all measures when compared with Braintree and Colchester. This trend extends to adult qualifications, where Braintree and Colchester are above regional and national averages for adults with NVQ1 level | Solutions to address these two issues can be considered to be feasible and better aligned across the strategic area through a strategic approach. Garden Communities and strategic policies can ensure the incorporation of schools and stimulate the provision of facilities by meeting required dwelling yield thresholds. | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|----------------------------|---|--|--|
| | qualifications or higher. | | |
| School capacity | School capacities are forecast to be in deficit, when adjusted for new housing requirements | | |
| Heritage assets at risk | According to the Heritage at Risk Register (2016), there are 15 assets listed as being at risk in Tendring. This consists of 7 Scheduled Monuments, 4 Listed Buildings and 4 Conservation Areas. There are 7 assets listed as being at risk in Braintree. This consists of 3 Scheduled Monuments, 2 listed places of worship and 2 Conservation Areas. There are 10 assets listed as being at risk in Colchester. This consists of 4 Scheduled Monuments, 2 listed places of worship, 1 Listed Building and 3 Conservation Areas. | A plan-led approach over the wider strategic area ensures that housing and employment needs can be met in more suitable areas regarding the protection of the historic environment; in the absence of this approach district / borough wide needs would be met more independently and development pressures could lead to the allocation of less suitable land or urban concentration / expansion at higher densities. This could impact on Conservation Areas and historic cores. The exploration of a plan-led system at the strategic level ensures a consistency of approach in regard to the historic environment and historic landscapes. Garden Communities at the scales identified also ensures that mitigation strategies can be successfully and holistically integrated over a wide area with additional potential for the enhancement of any heritage assets or their settings. | 9) To conserve and enhance historic and cultural heritage and assets and townscape character |
| Listed buildings | There is a concentration of listed buildings in the district of Braintree and also around historic towns such as Colchester. | | |
| Historic towns | Colchester is the country's oldest town and the historic environment should be effectively protected and valued for its own sake, as an irreplaceable record | | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|-------------------------------|---|--|--|
| | which contributes to our understanding of both the present and the past. | | |
| Renewable energy use | Tendring District, Colchester Borough and Braintree District all consume more energy from non-renewable sources as a percentage of their consumption compared to the East of England as a whole | Solutions to address this issue can be considered to be feasible at the strategic level that can incorporate and stimulate the provision for renewable energy and energy efficiency aspirations through economies of scale. | 10) To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation. |
| Water scarcity and management | Water management is challenging given the combination of high development growth and it being one of the driest counties in England. In respect of water quantity a significant portion of the resource is considered to be 'water stressed'; the resource availability status of rivers and aquifers show that they are generally over abstracted; and not self-sufficient in relation to local sources of water supply and needs to import substantial quantities of water to satisfy existing demand | In the absence of the strategic Section One for Local Plans, development could come forward that does not explore holistic approaches to meeting water demand within the strategic area. | 11) To improve water quality and address water scarcity and sewerage capacity |
| Fluvial flood risk | Although flooding cannot be completely prevented, its impacts can be avoided and reduced through effective planning and land management. The National Planning Policy Framework seeks to avoid inappropriate | A plan-led approach over the wider strategic area ensures that housing and employment needs can be met in areas that are less susceptible to flooding; in the absence of this approach district / borough wide needs would be met more independently and development pressures could lead to | 12) To reduce the risk of fluvial, coastal and surface water flooding |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|----------------------------|---|---|-------------------------------|
| | development in areas at risk of flooding, but where development is necessary, to ensure that it is safe and does not increase flood risk elsewhere. | the allocation of less suitable land or urban concentration / expansion at higher densities which would exacerbate surface water flood risk. The exploration of Garden Communities at the scales identified also ensures that sustainable drainage methods can be successfully and holistically integrated over a wide area with additional potential for biodiversity gain. | |
| Surface water flood risk | Surface water flood risk is relatively high with all main settlements assessed being ranked in the top 1,000 settlements most susceptible to surface water flooding. | | |
| Coastal flood risk | Significant levels of flood risk have been identified along the Essex coast and inland along river stretches. | | |
| Air quality | There have been general reductions on the average energy consumption on roads in the area. Similar reductions are apparent on the majority of roads throughout all authorities with the exception of minor roads in Colchester. | There is a need to allocate strategic development in such a way that air quality issues in Colchester are not exacerbated. Without a strategic approach across the HMA, it is possible that the Borough Council would be prompted to allocate less suitable land, or a number of urban extensions to the main town of Colchester, to meet their borough-wide needs as stated in the OAN Report. | 13) To improve air quality |
| AQMAs | There are a large number of AQMAs in the town of Colchester. | A plan-led approach over the wider strategic area ensures that housing and employment needs can be met in more suitable areas as opposed to any concentration / expansion of towns at higher densities which could exacerbate air quality issues. | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|------------------------------------|--|--|---|
| AONB pressures | There is one AONB, Dedham Vale, which lies on the border of Suffolk and Essex in Colchester Borough covering an area of 90 sq. km. It has been designated such because it is an exceptional example of a lowland river valley and plans are being explored to extend this designation westward. | It is unlikely that there would be any significant difference in conditions without the implementation of the Section One. | 14) To conserve and enhance the quality of landscapes |
| Agricultural land and soil quality | There are significant areas of Grade 1 agricultural land within Tendring, and smaller areas within Colchester Borough. | It is unlikely that there would be any significant difference in conditions without the implementation of the Section One. | 15) To safeguard and enhance the quality of soil and mineral deposits |
| Preserving mineral deposits | The area has extensive deposits of sand and gravel. The sand and gravel resources in Essex are significant in national, sub-national and local terms - Essex is one of the largest producers in the UK; most geographically extensive and significantly mixed within the centre and north of Essex – namely the districts of Uttlesford, Braintree, Chelmsford, Colchester and Tendring. | It is unlikely that there would be any significant difference in conditions without the implementation of the Section One. | |

4. The Approach to Assessing Section One

4.1 Introduction

The SA is required to assess the environmental, social and economic impacts of the strategic content of the three authorities' Local Plan.

The assessment was undertaken by exploring the sustainability implications of the Section One in so far as it will meet the objectives highlighted in the previous table. In addition to assessing Section One this way, the allocation of strategic sites for development ('Garden Communities') contained within Section One have been explored using criteria considered more relevant to sites of this scale. These criteria are contained in the following table.

Table 2: Framework for Assessing Garden Community Options

| Objective | Criteria |
|--|---|
| 1. Physical Limitations – Absence of insurmountable problems (e.g. access, ground conditions, flood risk, hazardous risks, pollution, contamination and air quality) | <ul style="list-style-type: none"> - Absence of insurmountable problems (ground conditions, flood risk, hazardous risks, pollution, contamination and air quality) - Incorporation of SuDS. |
| 2. Impacts – Acceptable impacts on high quality agricultural land, important landscape features, townscape features, sites of nature conservation interest and heritage assets | <ul style="list-style-type: none"> - Reflect a fusion of the best of the past while embracing new materials and the needs of modern living - Acceptable impacts only on sites of nature conservation interest. - A surrounding belt of countryside to prevent sprawl, well connected and biodiversity rich public parks, and a mix of public and private networks of well-managed, high-quality gardens, tree-lined streets and open spaces. - Acceptable impacts only on high quality agricultural land, important landscape features. |
| 3. Environment/Amenity – Acceptable relationship with and impact on occupiers of existing properties and neighbouring areas/towns (maintaining adequate separation) | <ul style="list-style-type: none"> - Acceptable relationship only with and impact on occupiers of existing properties and neighbouring areas / towns (maintaining adequate separation) |
| 4. Transport – Incorporation of integrated and accessible sustainable | <ul style="list-style-type: none"> - New Garden Cities should be located only where there are existing rapid public transport links to major cities, or where |

| Objective | Criteria |
|---|---|
| transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport | <p>real plans are already in place for its provision.</p> <ul style="list-style-type: none"> - Walking, cycling and public transport should be the most attractive and prioritised forms of transport in the garden city. - Ensure a comprehensive and safe network of footpaths and cycleways throughout the development, and public transport nodes within a short walking distance of all homes. - Where car travel is necessary, consideration should be made of shared transport approaches such as car clubs. |
| 5. Resilience - Positive contribution towards maintaining resilient town centres and identified regeneration and development priority areas and institutions (including Essex University) | <ul style="list-style-type: none"> - Positive contribution towards town centres. - Positive contribution towards identified regeneration priority areas and institutions |
| 6. Housing – Provision of a mix of tenures, including affordable homes and a range of housing types (including self-build/custom build and gypsy and traveller pitches). | <ul style="list-style-type: none"> - Garden Cities (should be) part of a wider strategic approach to meeting the nation's housing needs. - An appropriate number of homes in a new Garden City must be 'affordable' for ordinary people. - Provide mixed-tenure homes and housing types that are genuinely affordable for everyone - An appropriate percentage of the homes that are classified as 'affordable' must be for social rent. - Consider life-time homes and the needs of particular social groups, such as the elderly. - A range of housing types including self-build / custom build and gypsy and traveller pitches - Aspire to the very best domestic and commercial architecture with sensitivity to local vernacular design and materials. - New Garden Cities should include opportunities for people to build their own home (either alone or collectively), and set aside land for future community needs. |
| 7. Employment Opportunities – Provision for a wide range of local jobs within easy commuting distance from homes | <ul style="list-style-type: none"> - New Garden Cities must provide a full range of employment opportunities, with the aim of no less than one job per new household being easily accessible - There should be a robust range of employment opportunities in the Garden City itself, with a variety of jobs within easy commuting distance of homes. |

| Objective | Criteria |
|---|--|
| 8. Mixed-use Opportunities – Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods. | <ul style="list-style-type: none"> - Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods |
| 9. Environmental Quality & Sustainability – Incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SUDS and zero-carbon/energy-positive technology to ensure climate resilience. | <ul style="list-style-type: none"> - Create shared spaces for social interaction and space for both formal and informal artistic activities, as well as sport and leisure activities. - Strong emphasis should be placed on homes with gardens and on space for both allotments and community gardens and orchards to provide for healthy local food. - Garden Cities are places of cultural diversity and vibrancy with design contributing to sociable neighbourhoods. This means, for example, shaping design with the needs of children's play, teenage interests and the aspirations of elderly in mind. - Net gain to biodiversity is secured through master plans which link generous private and community gardens with wider public green and blue space and ultimately with strategic networks of green infrastructure and habitat creation. - Garden Cities must demonstrate the highest standards of technological innovation in zero carbon and energy positive technology to reduce the impact of climate emissions. - In building standards, a requirement for innovation beyond zero carbon and in the use of materials and construction techniques. |
| 10. Developability / Deliverability - The growth area is available, commercially attractive, and capable of delivering necessary physical/social/green infrastructure and could be viably developed within [6-10] years. Satisfactory mechanisms are in place to capture increase in land value to meet infrastructure costs and manage and maintain assets in the long term | <ul style="list-style-type: none"> - Ensure that the development can self-fund infrastructure costs - Be commercially attractive with strong market conditions and value potential - Availability of land being put forward for development with active landowner/developer interest - Scope for delivery structures through active and positive public and private sector engagement |

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

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

5. The Key Findings of the Sustainability Appraisal of Section One

5.1 Key Points from the Assessment of Section One Policies

The following elements of the Strategic Section One for Local Plans are subject to assessment in the Sustainability Appraisal, with a summary of findings presented in this Non-Technical Summary:

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

The assessment of Garden Community Options can be found in the corresponding sub-section.

5.1.1 Key Points from the Assessment of Policies SP1-SP7

Policies SP1-SP7 relate to content that is not specifically site related. With that in mind, these policies have been grouped separately in this report, with Policies SP8-SP10 explored to determine whether they suitably address the impacts and issues highlighted within the assessment of the Garden Communities 'on the ground'. Policies SP8-SP10 set the framework to which any successful Garden Community at each location would have to adhere and seek to ensure that their sustainability is maximised.

The following key points can be made regarding the appraisal of the plan's non-site related policies SP1-SP7:

- The strategic vision for the area will have **significant positive impacts** on housing and employment related Sustainability Objectives. The significance of these impacts will increase in the long term through sustainable Garden Communities being developed. These will ensure that housing and employment needs are met, with wider benefits realised beyond each site. This will also be the case for health, the natural environment, and the historic environment through the provision of green infrastructure, new and expanded education and health care facilities and recreational land, and also the protection and enhancement of countryside and heritage assets. There will additionally be significant long term impacts on ensuring the necessary transport

infrastructure to support new development in line with the benefits expected of the Garden Communities as they emerge in the latter stages of the three authorities' Local Plan periods.

- The Spatial Strategy will ensure a large number of **significant positive impacts**, most notably regarding housing delivery, economic growth, public transport improvements and accessibility. The short and medium term impacts of these are related to the notion that development will be accommodated within or adjoining settlements according to their scale and existing role within each individual district.
- Further long term **significant positive impacts** associated with the notion of Garden Communities can be expected to be realised on health, through the integration and requirement of suitable facilities and open space and recreation requirements. There will also be such impacts on sustainable travel through the requirements of sustainable transportation means to be provided, and education and skills through the provision of primary, secondary and early years facilities as per Garden City Principles and Essex County Council infrastructure requirements. Importantly, it should additionally be noted that Section One establishes that infrastructure will be delivered prior and ready for the new communities.
- **Minor positive impacts** can be expected regarding townscapes, where the principle of Garden Communities can alleviate development pressures in existing settlements, which can have design implications. This focus away from the expansion of existing settlements will also help to alleviate air quality pressures in settlements.
- The Section One policies can be seen to ensure **positive impacts** on biodiversity through the integration of green and blue infrastructure throughout the strategic area.
- **Uncertain impacts** can be expected to arise from the principle of Garden Communities regarding landscapes through the development of green field land, however it should be acknowledged that at the specified scale, Garden Communities are capable of mitigating such concerns effectively and creating high quality new environments.
- There will be 'no impact' on internationally important wildlife designations in the wide area. This is identified in a Habitats Regulations Assessment (HRA), incorporating an Appropriate Assessment (AA). This document recommends that, regarding recreational pressures associated with the increase in growth stated within the Section One, Recreation Avoidance and Mitigation Strategies (RAMS) are developed and adhered to. In addition, the AA indicates that the strategic approach and scope of the Section One across the three authorities area enables mitigation to be effectively incorporated.

5.1.2 Key Points from the Assessment of Policies SP8-SP10

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

- There will be **significant positive impacts** regarding any development that complies with the Garden Community policy for the Tendring / Colchester Borders. These include significant positive impacts on the regeneration areas within Colchester town centre and to the east of the town, related to better sustainable transport and more employment opportunities in the broad area.
- There will be largely **significantly positive impacts** generally regarding housing, employment and improving public transport networks in North Essex from all of the Policies SP8-SP10. There will also be significant positive impacts associated with improving the resilience of the town centres of

Colchester and Braintree and also green and blue infrastructure in the wider Strategic Area.

- An example where the policies have been identified as having **uncertain impacts** relates to an aspiration that an appropriate percentage of homes that are classified as 'affordable' be specifically for social rent. It is recommended that such a requirement is included within the policies.
- There can be expected to be **minor negative impacts** on agricultural land and landscapes due to the loss of agricultural land associated with Greenfield development. Regarding landscape however, the policies will ensure that development is of a high standard of design and layout to ensure that the best possible development outcomes are achieved in their broad areas.

5.2 Key Points from the Assessment of the Garden Community (GC) Options

The following table sets out the assessed sustainability impacts of all reasonable Garden Community options explored, with their reason for allocation or rejection as alternatives.

| Option | Sub-Option | Reference number for purposes of assessment | Indicative dwelling yield and amount of mixed use / employment land (ha) | Reason for selection / rejection |
|------------------------------|--|---|--|--|
| Tending / Colchester Borders | Option 1: Southern Land Focus | GCEC1 | - 6,611 homes - 7 ha mixed use - 5 ha employment land | The Tendring / Colchester Borders Garden Community has more opportunities for sustainable travel links into Colchester than other options, a major regional centre. The Garden Community is also in close proximity to the University and high quality employment opportunities. As one of the major centres in the region, Colchester offers a full range of facilities including a hospital and is a major shopping and cultural destination. This would provide high order services not on the garden community within a closer proximity with the opportunities for public transport, walking and cycling links. Colchester is also a major employer in the region and provides a good level and mix of |
| | Option 2: A133 to Colchester - Ipswich rail line | GCEC2 | - 8,834 homes - 10 ha mixed use - 5 ha employment land | |
| | Option 3: North to South wrap | GCEC3 | - 11,409 homes - 13 ha mixed use - 7 ha employment land | |

| Option | Sub-Option | Reference number for purposes of assessment | Indicative dwelling yield and amount of mixed use / employment land (ha) | Reason for selection / rejection |
|--------------------------------|--|---|--|--|
| | | | | employment opportunities. There is the opportunity to access these opportunities via public transport, walking and cycling. |
| North Colchester | Option 1: East of Langham Lane focus | GCNC1 | - 6,606 homes - 7 ha mixed use - 7 ha employment land | The discounting of the North Colchester site for a Garden Community was based on the negative environmental impacts of a large Garden Community on an area of significant landscape and environmental value. Additionally, the deliverability and sustainability of Garden Communities was considered to be best served by their location in two distinct areas of the Borough as opposed to adjacent communities such as North Colchester. |
| | Option 2: Maximum Land Take | GCNC2 | - 10,132 homes - 10 ha mixed use - 10 ha employment land | |
| Colchester / Braintree Borders | Option 1: North and South of A12 / Rail Corridor Focus | GCWC1 | - 16,861 homes - 9 ha mixed use - 10 ha employment land | The Colchester Braintree borders site is in closer proximity to the mainline railway station at Marks Tey, which with upgraded facilities would give regular train links to London, Colchester and beyond within walking, cycling or bus rapid transport system to the station. There are also more opportunities for sustainable travel links into Colchester, a major regional centre of facilities and employment. The Colchester Braintree borders site is in closer proximity to Colchester. As one of the major centres in the region, Colchester offers a full range of facilities including a hospital and |
| | Option 2: South of A120 and North of Marks Tey Existing Settlement | GCWC2 | - 17,182 homes - 9 ha mixed use - 11 ha employment land | |
| | Option 3: South of A120 Focus | GCWC3 | - 13,105 homes - 7 ha mixed use - 9 ha employment land | |
| | Option 4: Maximum Land Take | GCWC4 | - 27,841 homes - 16 ha mixed use - 15 ha employment land | |

| Option | Sub-Option | Reference number for purposes of assessment | Indicative dwelling yield and amount of mixed use / employment land (ha) | Reason for selection / rejection |
|-------------------|--|---|--|---|
| | | | | <p>is a major shopping and cultural destination. This would provide high order services not on the garden community within a closer proximity with the opportunities for public transport, walking and cycling links.</p> <p>Colchester is also a major employer in the region and provides a good level and mix of employment opportunities. There is the opportunity to access these opportunities via public transport, walking and cycling.</p> |
| West of Braintree | Option 1: Braintree DC only | GCWB1 | - 9,665 homes - 12 ha mixed use - 10 ha employment land | <p>The West of Braintree garden community is suitable and deliverable. Further work will continue to be undertaken with Uttlesford District Council who will be shortly deciding whether to take forward additional land within UDC. If UDC chose to take this option forward, then further evolutions of the proposals will take place, taking into account a wider development area.</p> <p>Officers have balanced the impacts of development, such as the loss of high quality agricultural land and the change in character of the area, with the benefits of the long term delivery of new homes, infrastructure and community facilities and consider that a new standalone garden community is suitable for West of Braintree and are recommending that this is taken forward in the</p> |
| | Option 2: Braintree DC and Uttlesford DC Land | GCWB2 | - 12,949 homes - 16 ha mixed use - 13 ha employment land | |

| Option | Sub-Option | Reference number for purposes of assessment | Indicative dwelling yield and amount of mixed use / employment land (ha) | Reason for selection / rejection |
|----------------------------------|---------------------------------------|---|--|---|
| | | | | Local Plan. |
| CAUSE 'Colchester Metro Plan' | N/A - Option 1: Metro Plan submission | GCMP1 | <p>6,000 to 8,000 dwellings proposed by CAUSE</p> <p>Note: Further exploration into the option has led to only a cumulative potential of 2,277 dwellings across the four settlements as identified by TDC's call-for-sites submissions within 10 minute walking distance of each rail station and an indicative density of 35 dwellings per hectare.</p> | The CAUSE option has been rejected due its inability to deliver the required growth, linked to deliverability / developability and the availability / lack of promotion of land within the model to the required scales. It is also not considered that a series of smaller developments can successfully combine to meet the requirements of sustainability / Garden City principles. |
| Monks Wood | N/A - Option 1: Proposal as submitted | GCMW1 | <ul style="list-style-type: none"> - Up to 15,000 homes (5,151 homes in plan period) - 245,300m² of non-residential (mix of commercial / retail / leisure etc.) | The option at Monks Wood is currently located on the highly trafficked and single carriageway section of the A120. The only other roads in the vicinity are very rural lanes in the vicinity and no opportunity to access a site of this size by other routes. If the A120 project is to go ahead, 1 of the 5 options could see the new A120 run through the site, the other 4 would be distant from the site. Whilst any upgrade option would provide capacity on the existing A120 network, there are no guarantees that the project will go forward. With the exception of option A travel to the strategic highway network would need to be via Marks Tey to the east or Braintree to the |

| Option | Sub-Option | Reference number for purposes of assessment | Indicative dwelling yield and amount of mixed use / employment land (ha) | Reason for selection / rejection |
|--------|------------|---|--|--|
| | | | | west. In addition the project is not due to complete until 2026, so completions would not be able to start until that date. The employment market in Braintree is less strong than Colchester and major new employment areas are proposed on the west side of Braintree which is in close proximity to the West of Braintree garden community. |

Table 3: Summary of Impacts of the Reasonable Garden Community (GC) Options

| GC Option | Sustainability Objectives (SO) | | | | | | | | | |
|-----------|--------------------------------|-----|-----|-----|-----|----|-----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GCEC1 | ? | ? | + | + | ++ | ++ | ++ | ++ | ++ | ++ |
| GCEC2 | ? | ? | + | + | ++ | ++ | ++ | ++ | ++ | + |
| GCEC3 | ? | ?/- | ?/+ | + | ++ | ++ | ++ | ++ | ++ | + |
| GCNC1 | ?/- | - | ?/- | ?/- | + | ++ | + | ++ | ++ | + |
| GCNC2 | ?/- | - | ?/- | ?/- | + | ++ | + | ++ | ++ | ? |
| GCWC1 | ? | ? | ?/- | ? | ?/+ | ++ | + | ++ | ++ | ? |
| GCWC2 | ? | ?/- | ?/- | ? | ?/+ | ++ | + | ++ | ++ | ? |
| GCWC3 | ? | ? | ?/- | ? | ?/+ | ++ | + | ++ | ++ | ? |
| GCWC4 | ? | - | ?/- | ?/- | ? | ++ | + | ++ | ++ | ? |
| GCWB1 | ?/- | ?/- | ?/- | ?/- | ?/+ | ++ | ?/+ | ++ | ++ | ? |
| GCWB2 | ?/- | ?/- | ?/- | ?/- | ?/+ | ++ | ?/+ | ++ | ++ | ? |
| GCMP1 | - | -- | -- | + | ++ | -- | ? | ? | - | -- |

| GC Option | Sustainability Objectives (SO) | | | | | | | | | |
|-----------|--------------------------------|-----|-----|---|-----|----|---|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GCMW1 | ? | ?/- | ?/- | - | ?/- | ++ | + | ++ | ++ | ? |

5.2.1 Overview of Impacts from the Garden Community Options Assessment

The most significantly positive impacts are associated with the Tendring / Colchester Borders Garden Community options, followed by the smaller West Braintree Garden Community sub-option. Those sub-options of the Colchester / Braintree Garden Community that do not seek maximum land-take will also offer largely positive outcomes, although there are additionally many uncertain impacts (i.e. ones that could either be positive or negative) at this stage and in the absence of confirmed master plans and solutions contained within a Garden Community specific DPD.

Negative impacts can be seen to be most significant through the Metro Plan option of delivering growth requirements. These impacts are largely due to the model not being able to meet Garden City principles, and no single development being of a scale of land that can reasonably be expected to mitigate any negative impacts on-site and within the identified areas.

The North Colchester option will have negative impacts associated with physical limitations on site, regarding landscape implications of being located in close proximity to an Area of Outstanding Beauty (AONB) and also the impacts associated with being an adjacent community to Colchester to the south. The options also do not benefit from any existing rail links, with effective public transport solutions limited as a result, however the broad location could be considered broadly sustainable aside from these limitations.

The Monks Wood proposal has issues regarding impacts on neighbouring settlements, a lack of rail links and access to the strategic road network. Pertinently, these latter two considerations will likely have significant negative connotations on the neighbouring settlement of Kelvedon, where the closest rail stations exist and where effective rapid bus transit solutions would be unsuitable for integration purposes.

5.3 Key Points from the Cumulative Assessment of the Allocated Garden Communities

5.3.1 Summary of Cumulative Impacts Resulting from the Allocated Garden Communities

The following cumulative conclusions can be made of the appraisal of the allocated Garden Community options:

Water

- The measures provided in the Section Two Local Plans provide sufficient certainty that the overall strategic growth proposed in North Essex as part of the Section One will not result in significant adverse effects on the Stour and Orwell Estuaries SPA/Ramsar, Colne Estuary SPA/Ramsar, or Essex Estuaries SAC as a result of changes in water quality (HRA / AA, 2017)

Accessibility

- It is not considered that there are any cumulative accessibility issues surrounding the preferred sites, due to their general geographic distribution.

Air Quality

- There may be some cumulative road traffic and associated air quality issues from any of the Garden Communities with any non-strategic site allocations in the Councils' respective Section Twos that are in close-proximity. This should be a focus of the Local Plans' Section Twos.

The Historic Environment

- Cumulative impacts are limited regarding historic environmental features due to the geographic dispersal of the Garden Communities.

Landscape

- Cumulative impacts are limited regarding landscape due to the geographic dispersal of the Garden Communities.

Biodiversity

- The AA identifies the need for a Recreation Avoidance and Mitigation Strategy (RAMS) to be developed and the findings factored into any policies, forthcoming masterplans or Garden Community specific DPDs should increases in the level of recreational land be required at any of the Garden Community allocations.

Neighbouring Properties / Coalescence with Existing Settlements

- There will be no cumulative impacts associated with the effects on occupiers of existing properties and neighbouring areas/towns resulting from the Garden Communities due to their geographic distribution. Garden City principles would have to be adhered to in regard to a surrounding belt of countryside to avoid sprawl, and this minimises any perceived coalescence and resulting impact on existing settlements.
- Cumulatively, no one existing settlement would be negatively affected by any combination of Garden Communities. More holistically, similarly can no single Landscape Character Area be affected by a combination of Garden Communities, of which existing historic settlements form an important part of integrity and sensitivity.
- Benefits will be realised for existing nearby communities regarding an increase in services and local infrastructure in the wider areas beyond the Garden Communities.

Public Transport

- There will be significant positive cumulative impacts resulting from the allocated Garden Communities in response to their individual potential to significantly improve public transport links within the North Essex Authorities area. Positive impacts can also be expected to benefit wider local areas in proximity to the Garden Communities.

Health

- The notion of Garden Communities will have positive synergistic impacts regarding health outcomes, with the level of growth required in the North Essex Authorities being provided through

developments that require walking, cycling and public transport designed to be the most attractive forms of local transport.

Town Centres

- There will be significant positive cumulative impacts resulting from the allocated Garden Communities in response to their individual potential to significantly support and improve the viability of the town centres of Colchester and Braintree within the North Essex Authorities area. Positive impacts can also be expected to benefit wider local areas in proximity to the Garden Communities, with enhanced public transport opportunities to such centres in the locality.

Housing

- All of the Garden Communities can be expected to have significantly positive impacts on housing growth. Cumulatively, these impacts become more positive over the plan period and beyond, with the ability to successfully integrate all housing types and tenures, including gypsy and traveller provision.

Employment

- All of the Garden Communities can be expected to have positive impacts on employment growth. Cumulatively, these impacts can become more positive over the plan period and beyond, with the ability to successfully integrate a wide range of local jobs within easy commuting distance from homes.
- Access and public transport requirements of Garden Communities may in practice result in out-commuting beyond each Garden Community and local centres within the North Essex Authorities area. This should not be considered a criticism of the Garden Communities, being more reflective of travel to work flows and commuting patterns within the North Essex Authorities area.

Mixed-use Developments

- All of the Garden Communities can be expected to have a strong prospect of providing the full suite of required mixed-use opportunities, including the provision of both primary and secondary schools. This will have significant cumulative benefits across the North Essex Authorities area and wider benefits for existing communities in the broad areas for each Garden Community.

Open Space and Sustainable Drainage Systems

- All of the Garden Communities can be expected to have a strong prospect of providing the full suite of open space, allotments/food production areas, biodiversity gains and SuDS. This will ensure cumulative benefits across the North Essex Authorities area and wider benefits for existing communities in the broad areas for each Garden Community.
- There are likely to be additional cumulative benefits associated with wider health outcomes outside the direct scope of the Garden City principles.
- In addition, the location and scale of any forthcoming recreational land that may be required could result in harmful impacts financially on existing Country Parks within the ECC Country Park model through increased competition.

Soil

- Cumulative impacts are limited regarding the loss of high quality soils due to the geographic

dispersal of the Garden Communities and quality of soils at each individual location.

Climatic Factors

- Whereas negative impacts can be expected regarding carbon emissions, this is more relevant to the level of growth. In this context, the Garden Communities can be expected to offer some small cumulative benefits in so far as energy efficiency can be ensured throughout development in accordance with Garden City principles and the wider policy framework within Section One to which any forthcoming planning applications would have to adhere.

5.4 The Sustainability of Section One as a Whole

The overall impacts of Section One can be seen in the following table. The table effectively represents the cumulative impacts of Section One's policies SP1-SP10. Commentary is given for each sustainability objective.

Table 4: Overall Impacts of Section One

| SA Objective | Overall Impact |
|---|------------------|
| 1. Create safe environments which improve quality of life, community cohesion | Positive impacts |

The Strategic Section One for Local Plans can be seen to have positive impacts on this objective where relevant, predominantly through general place shaping principles and the policy criteria relevant specific to the Garden Communities. Although impacts are minor at this stage, impacts can be seen to be strengthened through the Local Plan Section Two of the three authorities, with the inclusion of design orientated development management policies that will also apply.

| SA Objective | Overall Impact |
|--|------------------------------|
| 2. To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford | Significant positive impacts |

There will be significant positive effects in ensuring good quality and inclusive homes. Section One also ensures that objectively assessed housing needs are met throughout Local Plan periods within North Essex, particularly in accordance with each LPA's individual requirements. The Spatial Strategy directs growth to existing sustainable settlements in the first instance, and the Garden Communities ensure that growth needs are met not only in the latter stages of the plan periods, but also make a significant contribution to meeting future needs beyond plan periods. The Strategic Section One for Local Plans, in exploring options and solutions for meeting unmet elements of objectively assessed need over the strategic area will also ensure significant positive cumulative impacts on this objective in accumulation with the individual Spatial Strategies of each authority's Local Plan, including elements of non-strategic needs, and as per the LPA level requirements of the OAN Report. Regarding Policies SP8-10, largely significantly

positive impacts regard the specific policy principles that combine to offer social and economic benefits, such as housing, employment and improving public transport networks in North Essex.

| SA Objective | Overall Impact |
|--|------------------------------|
| 3. Improve health/reduce health inequalities | Significant positive impacts |

There will be significantly positive health impacts associated with the cumulative effects of the Strategic Section One for Local Plans' policies and commitment to delivering Garden Communities as well as the Garden Community policies (SP8-10) themselves. This is largely due to a combination of health related infrastructure provision and also adherence to Garden City Principles regarding walking and cycling infrastructure and the provision of open space and recreational facilities. There will also be positive impacts in this regard associated with the content of each authority's Local Plan policies and designation of non-strategic open space and recreation.

| SA Objective | Overall Impact |
|--|------------------------------|
| 4. To ensure and improve the vitality & viability of centres | Significant positive impacts |

There will be significant cumulative impacts on the town centres of Colchester and Braintree in line with the various policies within Section One. The Spatial Strategy will seek to locate development within such centres in the short-medium term, with long term benefits being experienced in the long term through better infrastructure and connectivity associated with the Garden Communities, particularly regarding public transport networks. There will also be significant positive impacts associated with the individual Section Twos of the Local Plans of Colchester and Braintree. The locations of the Garden Communities are likely to support the town centres of Colchester and Braintree, the two largest centres within the strategic area. Section One is unlikely to support the town centres of Clacton and Harwich within Tendring District, and Witham within Braintree District, however it should be noted that a large amount of non-strategic (within the context of the Section One) development is allocated in such centres within the Tendring District Council and Braintree District Council Local Plan Section Twos.

| SA Objective | Overall Impact |
|---|------------------------------|
| 5. To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways | Significant positive impacts |

There can be expected to be significant positive impacts regarding the requirements to ensure job creation through ensuring that employment requirements can be met throughout Local Plan periods within North Essex, particularly in the latter stages and in accordance with each LPA's individual requirements. The preferred strategic Spatial Strategy also conforms to as broad a geographical dispersal as possible across North Essex in light of available land and promoted sites. The Strategic Section One for Local Plans will also ensure significant positive cumulative impacts on this objective

in accumulation with the individual policies and allocations of each authority's Local Plan, including elements of non-strategic needs and content regarding the rural economy. The Garden Communities are located within locations in which existing strategic employment areas are accessible, with further positive impacts associated with specific employment provision at each Garden Community and with infrastructure commitments of an enhanced public transport offer to key centres.

| SA Objective | Overall Impact |
|---|------------------|
| 6. To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity | Positive impacts |

The Strategic Section One can be seen to have positive connotations on this objective. Although the level of growth established within Section One, and the allocation of Garden Communities, will lead to the development of significant areas of Greenfield land which could be expected to have negative implications, Section One can ensure effective enhancement to green and blue infrastructure for net biodiversity gains. The Appropriate Assessment indicates that, providing that the North Essex Authorities continue to collaborate and prepare necessary Recreation Avoidance and Mitigation Strategies (RAMS), and in close consultation with Natural England, and the RAMS are ready for implementation prior to adoption of the Section 1 and Section 2 Local Plans, the Strategic Section 1 Local Plans is not predicted to result in adverse effects on the integrity of the Stour and Orwell Estuaries SPA/Ramsar, Hamford Water SPA/Ramsar, Essex Estuaries SAC, Colne Estuary SPA/Ramsar, or Blackwater Estuary SPA/Ramsar, either alone or in combination with other plans and projects as a result of recreation. The AA adds that the strategic approach across the North Essex Authorities ensures that cumulative solutions to the possible recreational pressures on Natura 2000 sites can be mitigated successfully. It should be noted however that the findings of these RAMS will need to be adequately factored into any forthcoming masterplanning and Garden Community specific DPDs.

| SA Objective | Overall Impact |
|--|------------------------------|
| 7. To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion | Significant positive impacts |

The policies of the Section One for Local Plans can be expected to have significantly positive impacts on this objective. The infrastructure requirements of the Garden Communities, in adhering to sustainable transport Garden City Principles, can be expected to offer wider benefits and gain for neighbouring areas, and the geographical distribution of the preferred Garden Community options ensure that these benefits can be experienced across all three authorities with an inclusive coverage across North Essex. The content of the Local Plan Section Twos ensure that suitable public transport and access solutions are forthcoming to support the Spatial Strategy's notion of focusing growth to existing settlements within the short-medium term of the plan period.

| SA Objective | Overall Impact |
|---|------------------------------|
| 8. To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development | Significant positive impacts |

The policies of the Strategic Section One for Local Plans can be expected to have significantly positive cumulative impacts on accessibility and infrastructure provision. The infrastructure requirements of the Garden Communities, in adhering to sustainable Garden City Principles can be expected to offer wider benefits and gain, particularly regarding accessibility associated with both transport and services for neighbouring areas, and the geographical distribution of the preferred Garden Community options. This ensures that these benefits can be experienced across all three authorities with an inclusive coverage across North Essex. The Garden Communities are of a sufficient size to stimulate educational infrastructure provision. It should also be noted that the interventionist approach of the North Essex Authorities ensures that both infrastructure provision is self-funded through each Garden Community, and that the approach to their development is one of 'infrastructure first'. In addition, the content of the Local Plan Section Twos ensure that suitable supporting infrastructure, including public transport and access solutions are forthcoming to support the Spatial Strategy's notion of focusing growth to existing settlements within the short-medium term of the plan period.

| SA Objective | Overall Impact |
|---|------------------|
| 9. To conserve and enhance historic and cultural heritage and assets and townscape character? | Positive impacts |

Within the context of Section One, this objective is largely relevant to the specific Garden Community policies (SP8-10). There could be a perceived negative cumulative impact on the historic environment associated with strategic development at the scale proposed, but despite this, the policies have taken on board those recommendations of the Preferred Options SA and ensure that protection will occur in all instances with enhancement a significant possibility. Forthcoming masterplanning and Garden Community specific DPDs have the potential to enhance site specific assets and their settings and deliver a high quality built environment. Although a degree of uncertainty surrounds the status and content of the masterplans and DPDs and whether their content is appropriate to individual assets and designations, the general distribution of growth across the strategic area and the Section One policy content seeks to address any perceived or possible impacts on the historic environment. It should additionally be noted here however, that such issues are better addressed within the Local Plan Section Twos, with the inclusion of relevant thematic development management policies.

| SA Objective | Overall Impact |
|--|----------------|
| 10. To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation. | 0 |

There will be positive impacts regarding energy efficiency as a result of the Section One policies, particularly through the

requirements of the Garden Community policies SP8-10. Despite this, Garden Communities have the potential to incorporate renewable energy generation, although it is uncertain at this stage whether such schemes will be sought. It should be acknowledged that requirements may form part of masterplans and the Garden Community specific DPDs. The impact is highlighted as a minor positive at this stage, in view of the policy content, what can currently be considered a feasible requirement, and in reflection of the early stages of each Garden Community's development through the planning system. It should also be noted that policies exist in the respective authorities; Local Plan Section Twos, with the inclusion of relevant thematic development management policies.

| SA Objective | Overall Impact |
|---|-------------------|
| 11. To improve water quality and address water scarcity and sewerage capacity | Uncertain Impacts |

It can reasonably be assumed that there could be likely negative implications regarding water scarcity and sewerage emanating from Section One relevant to the level of growth stated in Policy SP2, the Garden Community allocations, and the allocations for development in the Local Plan Section Twos. Despite this, the implications of this are best resolved on a site-by-site basis through early discussions with service providers on a plan-level and in certain areas as required. It should also be noted that all growth in the wider area can be expected to have such impacts; however in the specific context of Garden Communities, Policy SP7 seeks to ensure that such issues are not forthcoming from any successful planning application.

Regarding water quality the AA states that, 'whilst there are currently issues regarding capacity of water recycling centres in both Colchester Borough and Tendring District, with subsequent risks to European sites associated with changes in water quality, the safeguards which will be included within the Section 2 Local Plans for each, will ensure that a given development will not proceed until the necessary infrastructure upgrades have been provided as necessary in accordance with Anglian Water and Environment Agency advice.' It adds that, 'the measures provided in the Section 2 Local Plans will also provide sufficient certainty that the overall strategic growth proposed in North Essex as part of the Section 1 for Local Plans will not result in significant adverse effects on the Stour and Orwell Estuaries SPA/Ramsar, Colne Estuary SPA/Ramsar, or Essex Estuaries SAC as a result of changes in water quality.' There are therefore no impacts associated with water quality emanating from Section One.

| SA Objective | Overall Impact |
|---|----------------|
| 12. To reduce the risk of fluvial, coastal and surface water flooding | 0 |

There are no significant identified flood risk concerns resulting from the policies and Garden Communities of Section One. A number of the Garden Community allocations contain small areas of Flood Risk Zones 2 and 3, however these are not significant in response to the scale of the schemes and can be successfully integrated into any open space or green infrastructure requirements. The policy content ensures that flood risk concerns will be considered in any forthcoming planning applications and it should be noted that the scale of the Garden Communities enables the integration of sustainable drainage techniques.

| SA Objective | Overall Impact |
|----------------------------|------------------|
| 13. To improve air quality | Positive impacts |

There are no identified implications regarding air quality of the specific content of the policies and preferred Garden Community options contained in the Strategic Part for Local Plans. The Garden Community allocations, as per the Spatial Strategy, correspond to the best possible dispersal across the HMA to alleviate air quality issues in Colchester and associated with the A12 and A120. The stance of allocating Garden Communities as opposed to urban extensions seeks partly to ensure that new growth does not impact on AQMAs, such as those found in Colchester town. It can be expected that there could be some general negative connotations on air quality associated with the level of growth required in North Essex, however the distribution of growth and the policies of Section One seek to address this adequately.

| SA Objective | Overall Impact |
|---|-------------------|
| 14. To conserve and enhance the quality of landscapes | Uncertain Impacts |

There can be expected to be uncertain impacts on landscapes resulting from Section One. These impacts are relevant to the specific Garden Community allocations themselves. Potential negative impacts are associated with the scale of development required on Greenfield land, however policy exists to ensure that development is sensitive to its surroundings in each instance and within the context of wider landscape character areas. It should be noted that this is a general issue relevant to any new development. It should also be noted that beyond the principles contained in Policies SP8-SP10 masterplanning and the Garden Community specific DPDs have further potential to mitigate and minimise site specific issues and deliver a high quality built environment. Landscape related Section Two policies will also have to be adhered to in any successful application.

| SA Objective | Overall Impact |
|--|-------------------|
| 15. To safeguard and enhance the quality of soil and mineral deposits? | Uncertain Impacts |

There will be minimal impacts on safeguarding mineral deposits and the quality of soil associated with the policy content of Section One. The Garden Community allocation at West of Braintree contains a site allocated within the ECC Minerals Local Plan for mineral extraction. Although not considered an insurmountable problem, the implications of this are that the North Essex Authorities will have to work with the Minerals and Waste Planning Authority and the landowner / developer of this minerals site to seek compromises surrounding the restoration of the site for a use compatible with Garden City principles at the masterplanning stage and within the Garden Community specific DPD for West of Braintree. Uncertain overall impacts are therefore identified for Section one.

5.5 Recommendations, including those taken on board throughout the SA process

5.5.1 The Section One Policies

The following recommendations have been made throughout the appraisal of the Strategic Section One for Local Plans regarding the policies:

- At the Preferred Options stage, the SA recommended that **Policy SP6** could be more explicit as to the requirements of new development in regards to the historic environment and assets and also scope for the policy to regard surface water flood risk. Both of these recommendations have been factored into the Policy. The Preferred Options SA also recommended that the Policy could respond to aspirations to increase renewable energy generation in strategic scale development opportunities. This recommendation is still valid at this stage, and reiterated within this SA; however it should be acknowledged that such integration is not considered to affect the principle of any development coming forward compliant with Policy SP6, and that the requirement at this stage could be considered premature in light of the emerging Garden Community masterplans and what is viable and achievable. A final recommendation regarding Policy SP6 is that as written there may be some level of conflict between the principle that seeks green and blue infrastructure to be integrated with multi-functional public open space requirements. The incorporation of these should be considered separate requirements, as biodiversity features are unlikely to flourish through human disturbance.
- At the preferred options stage, the SA highlighted that for **Policy SP7**, heritage assets exist across all of the Garden Community areas (and additionally potential archaeological deposits that would need to be excavated). At that stage a recommendation was made that Policy SP7 could include a principle that masterplans seek ways to achieve quality and active management of heritage assets and the historic environment as part of a positive strategy for their conservation and enjoyment. This recommendation has since been incorporated into the Policy.
- It can be considered that the majority of the Garden Community options will have some degree of impact on agricultural land, landscape, sites of nature conservation and the historic environment / heritage assets. It should be acknowledged that such issues are not insurmountable at the scales of development proposed in the options and that effective masterplanning and Garden Community specific DPDs can seek to protect and enhance conditions further.
- At the preferred Options stage, the SA recommended that for **Policy SP9** requirements ensuring the protection and/or enhancement of Marks Tey Brickpit SSSI were included within the Policy, as identified by the fact that the broad location is in the SSSI's Impact Risk Zone (IRZ) for the designation. This recommendation has been effectively factored into the policy.
- At the Preferred Options stage, the SA recommended that for **Policy SP10** requirements ensuring the protection and/or enhancement of the heritage asset of the Saling Hall conservation area and areas of deciduous woodland within and adjoining the site could additionally be included to factor in the Registered Park and Garden of Saling Grove. This recommendation has been effectively factored into the policy.
- It is recommended that a Recreation Avoidance and Mitigation Strategy (RAMS) is developed, as

recommended in the Appropriate Assessment (AA, 2017) and the findings factored into any policies, forthcoming masterplans or Garden Community specific DPDs should increases in the level of recreational land be required at any of the Garden Community allocations.

5.5.2 The Allocated Garden Communities

The following recommendations are made regarding the selection of Garden Community options within the three broad locations of the allocated Garden Communities.

Tendring / Colchester Borders

- The SA indicates that option GCEC1 is the most sustainable option, due to its smaller scale and therefore comparatively minimal impacts. Despite this, it is possible that mitigation might be required in the form of habitat creation and management at the Garden Community due to possible impacts on wintering birds, as identified within the AA. With this in mind, it may be more appropriate for a larger option to be considered in order to address this possible requirement. Option GCE3 will require some level of mitigation in regard to the presence of Bullock Wood SSSI, and it is recommended that this localised area be protected in future masterplans. It is recommended that severance issues surrounding the A137 are also addressed in masterplans and transport interconnectivity.

Colchester / Braintree Borders

- Options GCWC1 and GCWC3 represent, broadly, the most sustainable options within the Colchester / Braintree Borders area. Option GCWC1 contains the Marks Tey Brickpit SSSI, however its location at the north east boundary in each instance ensures that this designation can be protected and enhanced through the requirements of a surrounding belt of countryside to prevent sprawl and this is recommended. Issues surrounding the Domsey Brook should also be factored into any development of GCWC3 as blue infrastructure. Options GCWC2 and GCWC4 are in close proximity to a Scheduled Monument (a Roman villa 450m south of Warren's Farm to the north) and could affect the setting of this asset, and enhancement of this asset should be sought within the wider detailed masterplan. Impacts on the residential amenity of the settlements of Marks Tey and Little Tey are issues surrounding the options GCWC1, GCWC2 and GCWC4. A buffer separation will likely be needed to be developed through masterplanning to minimise certain impacts on existing communities and these should be subject to community engagement.

West of Braintree

- The smaller option GCWB1 is considered the most sustainable option in West of Braintree due to an increased likelihood of negative impacts associated with nature conservation and heritage assets to the western boundary of option GCWB2. Both options will need to address the presence of heritage assets throughout the area, particularly in the north associated with the Conservation Area of Great Saling which contains a range of listed buildings including grade II as well as the Registered Park and Garden of Saling Grove, and seek enhancements at the masterplanning stage. It is also recommended that a buffer separation will likely be needed to be developed through masterplanning to minimise certain impacts on existing communities, specifically in relation to residents in Stebbing Green and Blake End. The masterplans should be subject to community engagement.

6. Next Steps & Monitoring

6.1 Consultation

This Environmental Report will be subject to consultation alongside the Local Plans of the three Local Planning Authorities. There are three statutory consultees or 'environmental authorities' that are required to be consulted for all Sustainability Appraisal and Strategic Environmental Assessment documents. These are:

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

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

The environmental authorities and public are to be given 'an early and effective opportunity' within appropriate time-frames to express their opinion. This includes the specific notification of the consultation documents and timeframes to those persons or bodies on the 'consultation databases' of the three LPAs. This reflects those persons or bodies who have commented on the SA in previous consultation stages.

PLEASE NOTE:

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

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

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

Regarding Braintree District Council:

https://www.braintree.gov.uk/info/200137/consultations/96/contribute_to_a_council_consultation

Regarding Colchester Borough Council:

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

Regarding Tendring District Council:

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

6.2 Adoption Statement

Upon adoption Local Plans will be accompanied by an Adoption Statement which will outline those monitoring indicators most appropriate for future monitoring of the Plan in line with Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004. In accordance with Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004, an Adoption Statement is required to address each of the following issues:

- How sustainability considerations have been integrated into the development plan document (Local Plan);
- How the options and consultation responses received on the development plan document (Local Plan) and sustainability appraisal reports have been taken into account;
- The reasons for choosing the development plan document (Local Plan) in light of other reasonable alternatives; and
- Monitoring measures.

6.3 Monitoring

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

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

The monitoring indicators for each broad sustainability theme relevant to the North Essex area are included below.

Table 5: Monitoring Measures

| SA Objective | Potential Indicators |
|---|---|
| 1. Create safe environments which improve quality of life, community cohesion | <ul style="list-style-type: none"> - All crime – number of crimes per 1000 residents per annum - Number of new community facilities granted planning permission - Number of new cultural facilities granted planning permission, including places of worship |
| 2. To ensure that everyone | <ul style="list-style-type: none"> - The number of net additional dwellings |

| SA Objective | Potential Indicators |
|---|---|
| has the opportunity to live in a decent, safe home which meets their needs at a price they can afford | <ul style="list-style-type: none"> - Affordable housing completions - Number of zero-carbon homes completed - Number of additional Gypsy and Traveller pitches - Number of starter homes completed - Number of homes for older people completed |
| 3. Improve health/reduce health inequalities | <ul style="list-style-type: none"> - Percentage of new residential development within 30mins of public transport time of a GP or hospital - Percentage of new residential development that adheres to Natural England's Accessible Natural Greenspace Standards - Percentage of new residential development within walking and cycling distance to schools - Percentage of new residential development within walking and cycling distance to sport and recreation facilities / open space |
| 4. To ensure and improve the vitality & viability of centres | <ul style="list-style-type: none"> - Amount of completed retail, office and leisure development delivered (and in centres) - Amount of completed retail, office and leisure development across the three authority area |
| 5. To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways | <ul style="list-style-type: none"> - Amount of floor space developed for employment, sqm - Successful employment use applications in rural areas - Number of jobs created in the ports - Number of developments approved associated with the tourism sector - Level 2 qualifications by working age residents. - Level 4 qualifications and above by working age residents. - Employment status of residents. - Average gross weekly earnings. - Standard Occupational Classification. |
| 6. To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity | <ul style="list-style-type: none"> - Impacts (direct and indirect) on designated sites - Amount of development in designated areas - Area of land offset for biodiversity |
| 7. To achieve more | <ul style="list-style-type: none"> - Percentage of journeys to work by walking and cycling and percentage of journeys to |

| SA Objective | Potential Indicators |
|---|---|
| sustainable travel behaviour, reduce the need to travel and reduce congestion | work by public transport |
| 8. To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development | <ul style="list-style-type: none"> - Number / amount of new homes / employment development completed at ward level within Growth / Regeneration Areas - Percentage of new development within 30 minutes of community facilities (as defined by each authority) - Percentage of new residential development within 30 minutes of public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre - Additional capacity of local schools / incidents of new school applications |
| 9. To conserve and enhance historic and cultural heritage and assets and townscape character? | <ul style="list-style-type: none"> - Percentage of new and converted dwellings on previously developed land - Number of listed buildings demolished, repaired or brought back to use, including locally listed buildings - New Conservation Area Appraisals adopted - Number of Listed Buildings, Scheduled Monuments, Conservation Areas, Registered Parks and Gardens (and percentage at risk) - Area of highly sensitive historic landscape characterisation type(s) which have been altered and their character eroded - Number of major development projects that enhance or detract from the significance of heritage assets or historic landscape character - Percentage of planning applications where archaeological investigations were required prior to approval or mitigation strategies developed or implemented |
| 10. To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation. | <ul style="list-style-type: none"> - Total CO2 emissions - Renewable Energy Installed by Type - Number of zero carbon homes delivered |
| 11. To improve water quality and address water scarcity and sewerage capacity | <ul style="list-style-type: none"> - Quality of Rivers (number achieving ecological good status) - Number of planning permissions granted contrary to the advice of the Environment - Agency on grounds of water quality |
| 12. To reduce the risk of fluvial, coastal and surface | <ul style="list-style-type: none"> - Number of planning permissions granted contrary to the advice of the Environment |

| SA Objective | Potential Indicators |
|---|---|
| water flooding | Agency on flood defence grounds - Number of SuDS schemes approved by ECC |
| 13. To improve air quality | - Number of Air Quality Management Areas |
| 14. To conserve and enhance the quality of landscapes | - Percentage of new and converted dwellings on previously developed land - Number of proposals permitted within areas noted for their high landscape value - Number of proposals permitted contrary to a desire to restrict coalescence |
| 15. To safeguard and enhance the quality of soil and mineral deposits | - Percentage of new development on high quality agricultural land (ALC) - Number of developments proposed within MSAs - Contaminated land brought back into beneficial use, hectares |



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June 2017



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North Essex Authorities Strategic Section One for Local Plans: Draft Publication (Regulation 19)

Draft Sustainability Appraisal (SA): Environmental Report - June 2017





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Glossary of Acronyms

| | |
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| AA | Appropriate Assessment |
| ALC | Agricultural Land Classification |
| AONB | Area of Outstanding Natural Beauty |
| AQMA | Air Quality Management Area |
| BDC | Braintree District Council |
| CA | Conservation Area |
| CAUSE | Campaign Against Urban Sprawl in Essex |
| CBC | Colchester Borough Council |
| CCC | Chelmsford City Council |
| CO2 | Carbon Dioxide |
| DCLG | Department for Communities and Local Government |
| DECC | Department of Energy and Climate Change |
| DEFRA | Department for Environment, Food and Rural Affairs |
| DfT | Department for Transport |
| DPD | Development Plan Document |
| EA | Environment Agency |
| EC | European Commission |
| ECC | Essex County Council |
| EEFM | East of England Forecasting Model |
| EHHER | Essex Historic Environment Record |
| EU | European Union |
| GC | Garden Community |
| GCP | Garden City Principle |
| GTAA | Gypsy & Traveller Accommodation Assessment |
| Ha | Hectare |
| HE | Historic England |
| HMA | Housing Market Area |
| HRA | Habitats Regulations Assessment |
| I&O | Issues and Options |
| IWMP | Integrated Water Management Plan |
| JNCC | Joint Nature Conservation Committee |
| KS4 | Key Stage 4 |
| LB | Listed Building |
| LCA | Landscape Character Assessment |
| LEP | Local Enterprise Partnership |
| LPA | Local Planning Authority |



| | |
|---------|--|
| LNP | Local Nature Partnership |
| MSA | Minerals Safeguarding Area |
| NE | Natural England |
| NEGC | North Essex Garden Communities |
| NHS | National Health Service |
| NPPF | National Planning Policy Framework |
| NVQ | National Vocational Qualification |
| OAN | Objectively Assessed Need |
| ONS | Office of National Statistics |
| PDL | Previously Developed Land |
| PO | Preferred Options |
| PPG | Planning Practice Guidance |
| PRoW | Public Right of Way |
| SA | Sustainability Appraisal |
| SAC | Special Area of Conservation |
| SEA | Strategic Environmental Assessment |
| SELEP | South East Local Enterprise Partnership |
| SFRA | Strategic Flood Risk Assessment |
| SHLAA | Strategic Housing Land Availability Assessment |
| SHELA | Strategic Housing and Employment Land Availability |
| SLAA | Strategic Land Availability Assessment |
| SHMA | Strategic Housing Market Assessment |
| SM | Scheduled Monument |
| SNPP | Sub National Population Projections |
| SO | Sustainability Objective |
| SPA | Special Protection Area |
| SPD | Supplementary Planning Document |
| SPG | Supplementary Planning Guidance |
| Sqm | Square Metre |
| SSSI | Site of Specific Scientific Interest |
| STW/WRC | Sewage Treatment Works / Water Recycling Centres |
| SuDS | Sustainable Drainage System |
| TCPA | Town and Country Planning Association |
| TDC | Tendring District Council |
| UDC | Uttlesford District Council |
| UK | United Kingdom |
| UPC | Unattributed Population Change |
| WCS | Water Cycle Study |
| WPA | Waste Planning Authority |

1. Introduction

1.1 Background

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

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

1.2 Strategic Section One for Local Plans

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

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

The geographic and functional relationship between the authorities' areas is demonstrated by the fact that, with Chelmsford City Council, they form a single Housing Market Area (HMA) for planning purposes; and they are a major part of the Haven Gateway, an established economic partnership. Within this context, the forecast levels of future population growth together with the geography of North Essex means that considerations for future growth will include options that have clear cross-boundary implications. These include both the expansion of existing towns and villages as well as possible new settlements.

Consequently, Braintree, Colchester and Tendring have agreed to come together because of their shared desire to promote a sustainable growth strategy for the longer term; and the particular need to articulate the strategic priorities within the wider area and how these will be addressed. Central to this is the effective delivery of planned strategic growth, particularly housing and employment development, with the necessary supporting infrastructure.

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

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

covering the plan period to 2033; and

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

1.3 Local Plan Progress of the Relevant Authorities

1.3.1 Braintree District Council Local Plan

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

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

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

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

Braintree District Council undertook an 8 week public consultation on a Draft Local Plan (Preferred Options stage) in June 2016. The Plan included numerous policy approaches and non-strategic (in the context of this Section One) site allocations to meet the following plan objectives:

- Creating a successful economy
 - To promote a local economy which supports the growth of existing businesses and encourages new entrepreneurial enterprises and employers to locate in the District, by providing high-quality land and buildings in sustainable locations, to meet the needs of businesses, and seeks to reduce travel outside the District to work.
- Retail and Town Centres
 - To support the changing role of town centres as a location for retail, employment, community services and cultural facilities by encouraging new development and regeneration schemes to support the function of the towns as major service centres. The major regional shopping destination of Braintree Freeport and Retail Park continues to be supported. Shops and retail facilities will also be provided on new developments where appropriate.

- **Housing Need**
 - To provide a range of housing sizes, types and tenures which meet local need, including affordable homes, starter homes, and those residents with specialist accommodation needs. New homes will be created in balanced sustainable communities.
- **Transport Infrastructure**
 - New developments must contribute towards the improvement of the road network in the District, including schemes to ensure safety and aid congestion. Developments will make appropriate provision for public transport, walking and cycling, both within developments and connections to the wider network.
- **Broadband**
 - To work with Essex County Council and service providers, to secure the earliest availability of universal broadband coverage and the fastest available connections speeds in the District and to ensure that these are made available to all new developments, where it is viable to do so.
- **Education and Skills**
 - To facilitate the best possible education system for District residents of all ages, by supporting the construction of new schools and other educational buildings which support life-long learning and skills development in the District and which provides the skills necessary for businesses in the District to thrive.
- **Protection of the Environment**
 - To protect and enhance the natural and historic environment and varied landscape character of the District, promoting local distinctiveness and character. The Council will seek to minimise the impact of all forms of pollution on the health and amenity of local communities and the natural and built environment.
- **Good Quality Design**
 - All new developments in the District will be of high-quality design, easily maintainable and will respect the scale, style and setting of the site with reference to historic townscapes, natural landscapes and existing infrastructure. Development would use materials which respect and enhance their setting and contribute to local character.
- **Healthy Communities**
 - All residents of the District are able to keep active and make healthy choices by ensuring outdoor community areas are preserved and enhanced and appropriate new areas to enable sports and recreation are created. Cycle ways and pedestrian links are also to be provided in all new developments to encourage walking and cycling. Land will be made available to support the expansion of local physical and mental health facilities.
- **Social Infrastructure**
 - Residents of the District should have access to the best local and community facilities which provide inclusive places for communities to meet, play and learn. New developments will make contributions to existing facilities or provide land and contributions for new facilities.

- Sustainability
 - To ensure that all development takes place in the most well-connected areas, making the best use of sites that have been previously developed. The use of natural resources should be minimised and developments should encourage the use of renewable energy and energy efficiency measures.
- Empowering Local People
 - Creating a planning environment in which local residents and businesses feel fully involved and empowered to engage in shaping the future of the District. Documents are written in a way which is accessible and decisions are taken in a transparent way.

1.3.2 Colchester Borough Council

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

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

The responses to this consultation were collated and analysed. The Council has been collecting evidence

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

The Council undertook a consultation on a Draft Local Plan, outlining the Council's preferred options for growth in the Borough in July 2016. The Plan included numerous policy approaches and non-strategic (in the context of this Section One) site allocations to meet the following plan objectives:

- Sustainable Growth
 - Ensure new development is sustainable and minimises the use of scarce natural resources and addresses the causes and potential impacts of climate change, and encourages renewable energy.
 - Focus new development at sustainable locations to create new communities with distinctive identities whilst supporting existing communities, local businesses, and sustainable transport.
 - Provide high quality housing of all tenures at accessible locations to accommodate our growing community.
 - Ensure there are sufficient sites allocated in the right locations to support employment growth over the plan period.
 - Focus development at accessible locations which support public transport, walking and cycling, and reduce the need to travel.
 - Secure infrastructure to support new development.
 - Promote of healthy lifestyles through the provision and enhancement of sport and recreation facilities, public open space and green infrastructure.
- Natural Environment
 - Protect the countryside and coast
 - Develop a green infrastructure network across the borough
 - Ensure new development avoids areas of flood risk and reduce future flood risk where possible.
 - Protect and enhance landscapes, biodiversity, green spaces, air and water quality, and river corridors.
- Places
 - Ensure the unique qualities of different communities and environments in the Borough are identified, protected and enhanced through policies and allocations which ensure high quality, consistency, equity and responsiveness to local character.
 - Promote high quality design and sustain Colchester's historic character, found in its buildings, townscape and archaeology.
 - Improve streetscapes, open spaces and green links to provide attractive and accessible spaces for residents to live, work and play.

1.3.3 Tendring District Council

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

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

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

In addition, a number of additional growth options or scenarios were developed alongside additional options for the distribution of growth in different areas of the District as can be considered reasonable. These are in consideration of available land as put forward for allocation in a call-for-sites exercise that ran concurrently with the Issues and Options consultation. A range of evidence base documents have been commissioned to inform the development of the Local Plan, including a Strategic Housing and Employment Land Availability study.

The District Council provided the public with a chance to make representations on a Preferred Options Local Plan in July 2016 through best practice in plan-making. This Preferred Options Local Plan included numerous policy approaches and non-strategic (in the context of this Section One) site allocations to meet the following plan objectives:

- Housing Delivery
 - To provide new dwellings within Tendring District up to 2033 of sufficient variety in terms of sites, size, types, tenure and affordability to meet the needs of a growing and ageing population; and
 - To deliver high quality sustainable new communities.
- Employment/Commercial
 - To provide for the development of employment land on a variety of sites to support a diversity of employment opportunities and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote

sustainable growth up to the period of 2033.

- Retail Development
 - To promote the vitality and viability of the town centres, exploiting the benefit of enhanced growth of the town whilst retaining the best and valued aspects of its existing character.
- Infrastructure Provision
 - To make efficient use of existing transport infrastructure and ensure sustainable transport opportunities are promoted in all new development. Where additional capacity is required in the form of new or upgraded transport infrastructure, to ensure this is provided alongside new development.
 - To enable provision of upgraded broadband infrastructure and services.
 - To ensure that new growth brings opportunities to enhance existing services, facilities and infrastructure for the benefit of existing and new communities.
- Education and Healthcare Needs
 - To improve and provide good quality educational opportunities and prospects for Tendring's residents as part of sustainable community strategy. This includes practical vocational training and apprenticeships.
 - To work with partners in the National Health Service, local health organisations and local community groups to ensure adequate provision of healthcare facilities to support growing communities.
- Sustainability
 - To locate development within Tendring District where it will provide the opportunity for people to satisfy their day-to-day needs for employment, shopping, education, and other services locally or in locations which minimise the need to travel and where there are modes of transport available in addition to the use of car.
- Cultural Heritage
 - To conserve and enhance Tendring District's heritage, respecting historic buildings and their settings, links and views.
- Biodiversity
 - To provide a network of multi-functional green spaces which secures a net gain in biodiversity, provides for the sporting and recreational needs of the population, promotes healthy lifestyles and enhances the quality of the natural and built environment.
- Water and Climate Change
 - To reduce the risk of flooding by securing the appropriate location and design of new development, having regard to the likely impact of climate change.
- Tourism Promotion
 - To work with partners to provide an enhanced environment for tourism and the maritime sector and its associated services.

2. Sustainability Appraisal / Strategic Environmental Assessment

2.1 The Requirement for Sustainability Appraisal

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

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

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

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

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

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

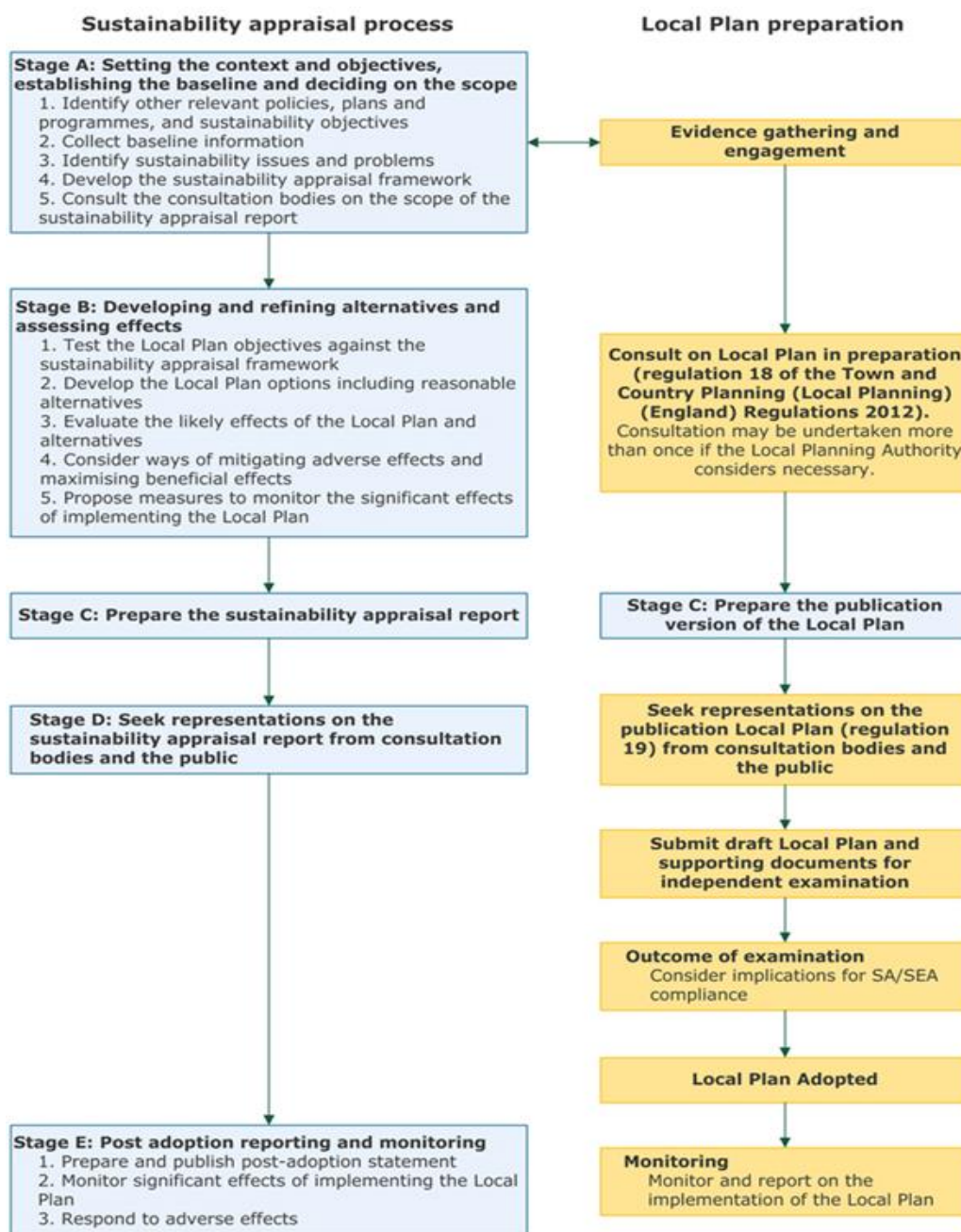
This includes Local Plans. The aim of the SEA is to identify potentially significant environmental effects created as a result of the implementation of the plan or programme on issues such as *‘biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors’* as specified in Annex 1(f) of the Directive. SA examines the effects of proposed plans and programmes in a wider context, taking into account economic, social and environmental considerations in order to promote sustainable development. It is mandatory for Local Plans to undergo a Sustainability Appraisal in accordance with the Planning and Compulsory Purchase Act 2004 as amended by the Planning Act 2008, and in accordance with paragraph 165 of the NPPF.

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

2.2 The Sustainability Appraisal Process

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

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



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

2.3 The Aim and Structure of this Report

This report responds to Stage C in the SA process above; including those requirements of Stage B: assessing strategic options including reasonable alternatives, evaluating the likely effects of the strategic options and alternatives, and considering ways of mitigating adverse effects and maximising beneficial effects.

The production of a Sustainability Appraisal (Environmental) Report is a statutory requirement at this stage, and this SA Report has been produced to accompany the Draft Publication Local Plan consultations for Braintree District Council's Local Plan, Colchester Borough Council's Local Plan and Tendring District Council's Local Plan.

This report is accompanied by a number of Annexes. These respond to:

- Annex A – Plans and Programmes
- Annex B – Baseline Information
- Annex C – History of Alternatives and Consultation Comments

Following the finalisation of this Report, Stage D in the above SA process requires consultation. There are three statutory consultees or 'environmental authorities' that are required to be consulted for all Sustainability Appraisal and Strategic Environmental Assessment documents. These are:

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

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

The environmental authorities and public are to be given 'an early and effective opportunity' within appropriate time-frames to express their opinion. This includes the specific notification of the consultation documents and timeframes to those persons or bodies on the 'consultation databases' of the three LPAs. This reflects those persons or bodies who have commented on the SA in previous consultation stages.

2.4 Quality Assurance Checklist

The Quality Assurance Checklist shows where in this Environment Report the requirements as set out in the SEA Directive (annex 1) and the Quality Assurance checklist (figure 25) from the Department of Communities and Local Government document: A Practical Guide to the Strategic Environmental Assessment Directive (2006) are covered. It shows that this SA of Section One for Local Plans complies with legislation and best practice.

Table 1: Quality Assurance Checklist

| SEA Directive Requirements | Where covered in this SA Environmental Report... |
|---|--|
| General | |
| a) an outline of the contents, main objectives of the plan, and relationship with other relevant plans and programmes; | Section 1 and Annex A. |
| b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan; | Section 3 and Annex B. |
| c) the environmental characteristics of areas likely to be significantly affected; | Section 3 and Annex B. |
| d) any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC; | Section 3 and Annex B. |
| e) the environmental protection objectives, established at international, Community or national level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation; | Section 3 and Annex A. |
| f) the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape | Sections 5, 6, 7 and Appendix 1. |

| SEA Directive Requirements | Where covered in this SA Environmental Report... |
|---|--|
| and the interrelationship between the above factors (these effects should include secondary, cumulative, synergistic, short, medium and long-term, permanent and temporary, positive and negative impacts); | |
| g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan; | Sections 5, 6 and Appendix 1 (within relevant sub-sections entitled 'Proposed Mitigation Measures / Recommendations') and Section 7. |
| h) an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information; | Sections 5, 6 and Appendix 1 (within relevant sub-sections entitled 'Alternatives Considered'). |
| i) a description of the measures envisaged concerning monitoring; | Section 4. |
| j) a non-technical summary of the information provided under the above headings. | A separate Non-Technical Summary has been provided. |

Objectives and context

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| The plan/strategy's purpose and objectives are made clear. | Section 1 and Sections 5, 6 and Appendix 1. |
| Environmental issues and constraints, including international and EC environmental protection objectives, are considered in developing objectives and targets. | Section 3 and Annex B and Section 4. |
| SEA objectives, where used, are clearly set out and linked to indicators and targets as appropriate. | Sections 5, 6 and Appendix 1. |
| Links with other related plans, programmes and policies are identified and explained. | Section 3 and Annex A. |
| Conflicts that exist between SEA objectives, between SEA and plan objectives and between SEA objectives and other plan objectives are identified | Sections 5, 6 and Appendix 1 where relevant. |

| SEA Directive Requirements | Where covered in this SA Environmental Report... |
|--|--|
| and described. | |
| Consultation Bodies are consulted in appropriate ways and at appropriate times on the content and scope of the Environmental Report. | Consultation has been undertaken alongside the Plan at all relevant statutory stages. |
| The assessment focuses on significant issues. | Sections 5, 6 and Appendix 1 (within relevant sub-sections entitled 'Significant and Temporal Effects'). |
| Technical, procedural and other difficulties encountered are discussed; assumptions and uncertainties are made explicit. | Sections 5, 6 and Appendix 1 where relevant. |
| Reasons are given for eliminating issues from further consideration. | Sections 5, 6 and Appendix 1 (within relevant sub-sections entitled 'Alternatives Considered'). |
| Realistic options are considered for key issues, and the reasons for choosing them are documented. | Sections 5, 6 and Appendix 1 (within relevant sub-sections entitled 'Alternatives Considered'). |
| Alternatives include 'do minimum' and/or 'business as usual' scenarios wherever relevant. | Sections 5, 6 and Appendix 1 (within relevant sub-sections entitled 'Alternatives Considered' where relevant). |
| The environmental effects (both adverse and beneficial) of each alternative are identified and compared. | Sections 5, 6 and Appendix 1 (within relevant sub-sections entitled 'Alternatives Considered'). |
| Inconsistencies between the alternatives and other relevant plans, programmes or policies are identified and explained. | Sections 5, 6 and Appendix 1 where relevant. |

Baseline information

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| Relevant aspects of the current state of the plan area (including social and economic characteristics) and their likely evolution without the plan are described. | Section 3 and Annex B. |
| Environmental characteristics of areas likely to be significantly affected are described, including areas wider than the physical boundary of the plan area where it is likely to be affected by the plan. | Section 3 and Annex B. |

| SEA Directive Requirements | Where covered in this SA Environmental Report... |
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| Difficulties such as deficiencies in data or methods are explained. | Section 3 and Annex B. |

Prediction and evaluation of likely significant environmental effects

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| Effects identified include wider sustainability issues (employment, housing, transport, community cohesion, education etc) in addition to the types listed in Annex 1(f) of the SEA Directive (biodiversity, population, human health, fauna, flora, soil, water, air, climate factors, material assets, cultural heritage and landscape). | Sections 5, 6 and Appendix 1 (within relevant sub-sections entitled 'Significant and Temporal Effects' and 'Secondary Effects'). |
| Both positive and negative effects are considered, and the duration of effects (short, medium or long-term) is addressed. | Sections 5, 6 and Appendix 1 (within relevant sub-sections entitled 'Significant and Temporal Effects'). |
| Likely secondary, cumulative and synergistic effects are identified where practicable. | Sections 5, 6 and Appendix 1 (within relevant sub-sections entitled 'Significant and Temporal Effects' and 'Secondary Effects'). Sections include assessment of cumulative and synergistic impacts. |
| Inter-relationships between effects are considered where practicable. | Sections 5, 6 and Appendix 1 (within relevant sub-sections entitled 'Significant and Temporal Effects' and 'Secondary Effects'). Sections include assessment of cumulative and synergistic impacts. |
| The prediction and evaluation of effects makes use of relevant accepted standards, regulations, and thresholds. | Sections 5, 6 and Appendix 1 (within relevant sub-sections entitled 'Significant and Temporal Effects' and 'Secondary Effects'). Sections include assessment of cumulative and synergistic impacts and draw on the Section One's specific evidence base and baseline information. |

Mitigation measures

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| Measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the plan are indicated. | Sections 5, 6 and Appendix 1 (within relevant sub-sections entitled 'Proposed Mitigation Measures / Recommendations') and Section 8. |
| Issues to be taken into account in project consents are identified | Sections 5, 6 and Appendix 1 (within relevant sub-sections entitled 'Proposed Mitigation Measures / |

| SEA Directive Requirements | Where covered in this SA Environmental Report... |
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| | Recommendations') and Section 7 where relevant. |

The Environmental Report

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| Is clear and concise in its layout and presentation | The SA is clear and concise, with a separate non-technical summary. |
| Uses simple, clear language and avoids or explains technical terms | The SA uses simple, clear language and avoids or explains technical terms, with a separate non-technical summary. |
| Uses maps and other illustrations where appropriate | The SA uses tables and the use of colour coding / symbols to help identify and illustrate impacts. |
| Explains the methodology used | Section 4. |
| Explains who was consulted and what methods of consultation were used | Consultation has been and will be undertaken alongside the Plan at all relevant statutory stages. The environmental authorities and public are to be given 'an early and effective opportunity' within appropriate time-frames to express their opinion. This includes the specific notification of the consultation documents and timeframes to those persons or bodies on the 'consultation databases' of the three LPAs. This reflects those persons or bodies who have commented on the SA in previous consultation stages. |
| Identifies sources of information, including expert judgement and matters of opinion | Sections 5, 6 and Appendix 1. |
| Contains a non-technical summary covering the overall approach to the SEA, the objectives of the plan, the main options considered, and any changes to the plan resulting from the SEA. | A separate Non-Technical Summary has been provided. |

Consultation

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| The SEA is consulted on as an integral part of the plan-making process. | Consultation has been and will be undertaken alongside the Plan at all relevant statutory stages. |
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| SEA Directive Requirements | Where covered in this SA Environmental Report... |
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| Consultation Bodies and the public likely to be affected by, or having an interest in, the plan or programme are consulted in ways and at times which give them an early and effective opportunity within appropriate time frames to express their opinions on the draft plan and Environmental Report. | Consultation has been and will be undertaken alongside the Plan at all relevant statutory stages. The SA will be made available for comment in accordance with the consultation procedures of the three LPAs. This includes the specific notification of the consultation documents and timeframes to those persons or bodies on the 'consultation databases' of the three LPAs. This reflects those persons or bodies who have commented on the SA in previous consultation stages. |

Decision-making and information on the decision

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| The environmental report and the opinions of those consulted are taken into account in finalising and adopting the plan or programme. | Consultation comments have been considered throughout the plan-making and SA processes, including those that identify new options for consideration. These have been factored into the SA for appraisal where relevant. |
| An explanation is given of how they have been taken into account. | Annex C details responses and actions to individual consultation comments received to date. |
| Reasons are given for choosing the plan as adopted, in the light of other reasonable options considered. | Sections 5, 6 and Appendix 1 (within relevant sub-sections entitled 'Alternatives Considered'). |

Monitoring measures

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| Measures proposed for monitoring are clear, practicable and linked to the indicators and objectives used in the SEA. | Section 8 outlines the approach to monitoring, which will be undertaken as part of the Council's existing monitoring arrangements. An Adoption Statement will include more detailed monitoring arrangements once the Plan is adopted. |
| Monitoring is used, where appropriate, during implementation of the plan or programme to make good deficiencies in baseline information in the SEA. | Section 8 outlines the approach to monitoring, which will be undertaken as part of the Council's existing monitoring arrangements. An Adoption Statement will include more detailed monitoring arrangements once Plans are adopted. |
| Monitoring enables unforeseen adverse effects to be identified at an early stage. (These effects may | To be addressed in an Adoption Statement once Plans are adopted. |

| SEA Directive Requirements | Where covered in this SA Environmental Report... |
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| include predictions which prove to be incorrect.) | |
| Proposals are made for action in response to significant adverse effects. | To be addressed in an Adoption Statement once Plans are adopted. |

3. Sustainability Context, Baseline and Objectives

3.1 Introduction

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

3.2 Plans and Programmes (Stage A1)

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

It is recognised that no list of plans or programmes can be definitive and as a result this report describes only the key documents which influence the Plan. Table 2 outlines the key documents, whilst a comprehensive description of these documents together with their relevance to the Plan is provided within Annex A.

Table 2: Key Documents

| International Plans and Programmes |
|---|
| European Commission (EC) (2011) A Resource-Efficient Europe – Flagship Initiative Under the Europe 2020 Strategy, Communication from the Commission to the European Parliament, the Council, The European Economic and Social Committee of the Regions. |
| European Landscape Convention (Florence, 2002) |
| European Union Water Framework Directive 2000 |
| European Union Nitrates Directive 1991 |
| European Union Noise Directive 2002 |
| European Union Floods Directive 2007 |

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| European Union Air Quality Directive 2008 (2008/50/EC) and previous directives (96/62/EC; 99/30/EC; 2000/69/EC & 2002/3/EC) |
| European Union Directive on the Conservation of Wild Birds 2009 |
| European Union Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora 1992 |
| European Community Biodiversity Strategy to 2020 |
| United Nations Kyoto Protocol |
| World Commission on Environment and Development 'Our Common Future' 1987 |
| The World Summit on Sustainable Development Johannesburg Summit 2002 |
| Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations). |
| The Conservation of Habitats and Species Regulations, 2010 |
| Review of the European Sustainable Development Strategy (2009) |
| Environment 2010: Our Future, Our Choice (2003) |
| SEA Directive 2001 |
| The Industrial Emissions Directive 2010 |
| Energy Performance of Buildings Directive 2010 on the energy performance of buildings 2010/31/EU |
| The Drinking Water Directive 1998 |
| The Packaging and Packaging Waste Directive 1994 |
| EU Seventh Environmental Action Plan (2002-2012) |
| European Spatial Development Perspective (1999) |
| European Convention on the Protection of the Archaeological Heritage (Valletta, 1992) |
| Aarhus Convention (1998) |
| National Plans and Programmes |
| National Planning Practice Guidance (2016) |

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| The Localism Act 2011 |
| National Planning Policy Framework (March 2012) |
| The Housing White Paper (February 2017) |
| The Future of Transport White Paper 2004 |
| Housing Act (2004) |
| Building a Greener Future: Policy Statement (July 2007) |
| Community Infrastructure Levy Guidance (April 2013) |
| Underground, Under Threat - Groundwater protection: policy and practice (GP3) |
| Model Procedures for the Management of Land Contamination – Contaminated Land Report 11 (September 2004) |
| Natural Environment and Rural Communities Act 2006 |
| Countryside and Rights of Way Act 2000 |
| Planning and Compulsory Purchase Act 2004 |
| The Education (School Information) (England) (Amendments) Regulations, 2002 |
| Childcare Act, 2006 |
| Flood & Water Management Act 2009 |
| The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007) |
| Safeguarding Our Soils: A Strategy for England (2009) |
| Natural Environment White Paper: The Natural Choice: Securing the Value of Nature (2011) |
| The National Adaptation Programme – Making the Country Resilient to a Changing Climate (2013) |
| Planning Policy for Traveller Sites (2012) |
| National Planning Policy for Waste (2014) |
| Adapting to Climate Change: Ensuring Progress in Key Sectors (2013) |

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| DECC National Energy Policy Statement EN1 (2011) |
| DCLG: An Introduction to Neighbourhood Planning (2012) |
| JNCC/Defra UK Post-2010 Biodiversity Framework (2012) |
| Mainstreaming Sustainable Development (2011) |
| UK Marine Policy Statement, HM Government (2011) |
| Electricity Market Reform White Paper 2011 |
| DfT (2013) Door to Door: A strategy for improving sustainable transport integration |
| DCLG (2011) Laying the Foundations: A Housing Strategy for England |
| DEFRA (2011) Securing the Future: Delivering UK Sustainable Development Strategy |
| DECC (2011) UK Renewable Energy Roadmap (updates setting out progress and changes to the strategy dated 2013 and 2013) |
| Community Energy Strategy (DECC, 2014) |
| The National Flood and Coastal Erosion Risk Management Strategy for England (Environment Agency, 2011) |
| Waste prevention programme for England: Prevention is better than cure – The role of waste prevention in moving to a more resource efficient economy (HM Government, 2013) |
| Future Water: The Government's Water Strategy for England (DEFRA, 2008) |
| Water for People and the Environment: Water Resources Strategy for England and Wales (Environment Agency, 2009) |
| Safeguarding our Soils: A Strategy for England (DEFRA, 2009) |
| Sub-national Plans and Programmes |
| Essex Gypsy and Traveller and Travelling Showpeople Accommodation Assessment – on behalf of EPOA (July 2014) |
| Looking Back, Moving Forward – Assessing the Housing Needs of Gypsies and Travellers in Essex (2006) |
| Greater Essex Demographic Forecasts Phase 7 (2015) |

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| Essex Transport Strategy: the Local Transport Plan for Essex (2011) |
| 2011 Essex Biodiversity Action Plan |
| Commissioning School Places in Essex 2015-2020 |
| Essex County Council Joint Municipal Waste Management Strategy 2007-2032 |
| Anglian River Basin Management Plan (2015) |
| Essex Wildlife Trust Living Landscape plans |
| Essex Wildlife Trust Living Landscape Statements |
| Respecting our Past, Embracing our Future: A Strategy for Rural Essex (2016) |
| ECC Parking Standards: Design and Good Practice (September 2009) |
| The Essex Local Area Agreement – ‘Health and Opportunity for the People of Essex’ 2008 – 2011 (2010 Refresh) |
| ECC Development Management Policies (February 2011) |
| The Essex Strategy 2008 – 2018 |
| Sustainable Drainage Systems Design and Adoption Guide 2012 |
| Essex Minerals Local Plan (2014) |
| Essex Replacement Waste Local Plan (submitted June 2016) |
| Haven Gateway: Programme of Development: A framework for Growth, 2008 – 2017 (2007) |
| Haven Gateway: Integrated Development Plan (2008) |
| South East LEP Investment and Funding (March/April 2014) |
| Anglian Water Business Plan (2015-2020) (2012) |
| Draft Water Resource Management Plan (2014-2039) (2014) |
| Combined Essex Catchment Abstraction Management Plan (2013) |
| Haven Gateway Water Cycle Study: Stage 1 and 2 Reports (2008) |

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| South East LEP Growth Deal and Strategic Economic Plan (2004) |
| ECC Developer's Guide to Infrastructure Contributions (Revised Edition 2016) |
| Vision for Essex 2013-2017: Where Innovation Brings Prosperity (2013) |
| Corporate Outcomes Framework 2014-2018 Essex County Council (2014) |
| Colchester Draft Surface Water Management Plan (2014) |
| A12/A120 Route Based Strategy (2013) |
| Highway Authority's Development Management Policies (2011) |
| Economic Plan for Essex (2014) |
| Essex Design Guide (2005) |
| North Essex Catchment Flood Management Plan (2009) |
| Essex and South Suffolk Shoreline Management Plan (second phase) (2011) |
| Dedham Vale AONB and Stour Valley Management Plan 2010 – 2015 |
| Local Plans and Programmes |
| Braintree District Council, Chelmsford City Council, Colchester Borough Council, Tendring District Council, Objectively Assessed Housing Need Study - Peter Brett Associates (July 2015 and updated 2016) |
| North Essex Concept Feasibility Study (AECOM) - July 2016 |
| Colchester Metro Town Evaluation of Alternatives (AECOM) – April 2017 |
| Monks Wood, Braintree Evaluation of Alternatives (AECOM) – April 2017 |
| HRA Report for North Essex Authorities Strategic Section 1 for Local Plans (LUC) (including Appropriate Assessment) – May 2017 |
| Braintree Local Plan Preferred Option Assessment Highways/Transport Planning -March 2017 |
| Colchester Borough Council, Braintree District Council, Tendring District Council and Essex County Council North Essex Garden Communities Employment & Demographic Studies – February 2017 |
| North Essex Garden Communities Movement and Access Study – March 2017 |



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| Colchester Infrastructure Delivery Plan Report - March 2017 |
| Retail and Town Centre Uses Study Colchester Borough Council: Retail Update 2013 (2013) |
| Landscape Character Assessment (Chris Blandford Associates, September 2006) |
| Habitat Regulations Assessment Survey and Monitoring Programme, Final Report, Colchester Borough Council (December 2013) |
| Colchester Coastal Protection Belt Review (Chris Blandford's Associates 2016) |
| CBC Strategic Housing Market Assessment (SHMA) (2014) |
| Creative Colchester Strategy & Action Plan (2012) |
| Safer Colchester Partnership: Strategic Assessment of Crime and Annual Partnership Plan 2012-2013 (2012) |
| CBC Townscape Character Assessment (2006) |
| CBC Scott Wilson Strategic Flood Risk Assessment (2008) |
| CBC Affordable Housing SPD (2011) |
| CBC Communities Facilities SPD (updated 2013) |
| CBC Better Town Centre SPD (2012) |
| CBC Sustainable Design and Construction SPD (2011) |
| Colchester Borough Council Housing Strategy (2012) |
| CBC Local Air Quality Management Progress Report (2013) |
| 2016 Air Quality Annual Status Report (ASR) - July 2016 |
| Colchester Environmental Strategy 2014-2019 draft (2014) |
| Colchester Borough Council's Comprehensive Climate Risk Assessment (2010) |
| Colchester Borough Council Landscape Strategy (2013) |
| Colchester Cycling Strategy SPD (2012) |
| CBC Core Strategy (2008) |

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| CBC Development Policies DPD (2010) |
| CBC Site Allocations Policies DPD (2010) |
| Colchester Borough Green Infrastructure Strategy (2011) |
| Tendring economic development strategy (2013) |
| Tendring Strategic Housing Market Assessment (2013) |
| Braintree District Core Strategy (2011) |
| Babergh Adopted Core Strategy and Adopted Policies (2011 – 2031) Local Plan Document (2014) |
| Sustainable Development, Tendring District Council Local Plan Proposed Submission Draft Written Statement 2012 (as amended by the 2014 Focused Changes) |
| TDC Strategic Flood Risk Assessment (SFRA) (2009) |
| Tendring Open Space Strategy (October 2009) |
| Landscape Character Assessment, Vol. 1 & Vol. 2, Land Use Consultants on behalf of Tendring District Council, November 2001 |
| Affordable Housing Viability Study, Tribal Consulting Ltd, October 2010, Viability Testing, Peter Brett, August 2013, reports prepared on behalf of Tendring District Council |
| Clacton Town Centre Vision, Intend, 2009 |
| Celebrate-on-Sea – ‘Putting the fun back into Clacton’ (2010) |
| Infrastructure Study, Part 2 (January 2010) |
| Tendring District Historic Characterisation Project, Essex County Council, 2008 |
| Tendring Geodiversity Characterisation Report, Essex County Council, 2009 |
| Climatic Change Strategy 2010-2016, Tendring District Council |
| Tendring Economic Strategy (October 2013) |
| Retail Study Update (September 2010) |
| Chelmsford City Council – Emerging Local Plan and associated evidence base documents |

3.3 Baseline Information (Stage A2)

Annex B details the complete Baseline Information profile for the strategic area relevant to the content of the Strategic Section One for Local Plans.

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

3.3.1 Economy

- The area covered by this strategic planning approach comprises a large part of the Haven Gateway, an established partnership area which is identified in a range of existing strategy and investment documents. The Haven Gateway includes the Essex administrative areas of Braintree, Colchester, Maldon and Tendring Councils and extends northwards into parts of Suffolk.
- Braintree and Colchester are the major centres of employment within the strategic area. While there are high levels of commuting to London, many residents work and live within the area with significant commuting across borough and district boundaries, reflecting a functional economic geography.
- The area has a mixed economy focused on the service sector, including wholesale and retail, business services, tourism, health and education, alongside manufacturing, logistics and construction. Due to the extensive rural area outside urban settlements, agriculture and its related industries play an important part in the overall economy.
- This rurality also means that there are large areas of open countryside, including protected natural and historic landscapes. Areas of importance for nature conservation are to be found particularly along the coast and river estuaries, while the villages and towns include many built heritage assets.
- Braintree District has a wide employment base of mainly small and medium-sized businesses. In 2011, approximately 58,000 residents worked within the District, 15,000 travelled into the District to work and 32,000 travelled from the District to work in the major centres of London, Chelmsford and Colchester. Unemployment and youth employment rates have been falling and are below the national average.
- Tendring District includes Harwich International Port which has developed into a highly efficient, multi-purpose freight and passenger port handling bulk and container ships as well as roll-on, roll-off ferries and cruise ships. Harwich is one of the major UK ports for ferry and cruise tourism. Harwich is also one of the leading UK freight ports for bulk and container ships.
- The sector employing the most people in Tendring, according to an Economic Development Strategy (2013), was Health which accounted for approximately 17% of jobs, followed by Retail and Education. The Cultural, Visitor and Tourism sector encompasses a range of activities which play an important role in the District's economy. This sector is worth more than £353 million per

annum to the economy and is estimated to provide 7,900 jobs across Tendring District. The majority of jobs and businesses in this sector are located in and around Clacton.

- Model based unemployment figures for Tendring District during the period January 2015 – December 2015 show that the unemployment rate was 5.3% which is higher than that for the East of England.
- Colchester has maintained good levels of employment growth over the last two decades with declining industrial employment being offset by a growth in office jobs.
- Colchester registered 92,300 workforce jobs in 2014 representing an increase of 20% over 1991 levels. This increase was higher than in the UK (14.6%) and similar to the East of England (19.6%), but was lower than employment growth recorded across Essex as a whole (27.9%) over the same period.
- The town centre of Colchester serves as a centre not only for the Borough but for a much wider area of North East Essex, with residents of Braintree, Maldon and Tendring districts travelling into the town to work, shop and use its community facilities.
- Compared to sub-national and national figures, Tendring district has experienced a lower start up rate and a lower de-registration rate of businesses indicating a slightly less robust local economy. Braintree and Colchester are more in line with the county and national business registration and de-registration rates.

3.3.2 Housing

- Braintree District has been one of the fastest growing areas in the country over the past decade. The population of the District is currently approximately 150,000 and is projected to rise substantially by 2033. As life expectancy increases, the age structure is expected to change, with a marked increase in the number and proportion of the population who will be aged 65 and over. The number of one-person households is also expected to increase.
- Colchester delivered 12,644 new homes between 2001/02 and 2014/15 at an average rate of 903 dwellings per year. Given the continuing pressures on the South East housing market, Colchester will need to maintain its good rate of delivery over the next plan period to meet the Objectively Assessed Need figure of 920 houses a year, while also ensuring that increasing quantity is matched with high design quality and sustainable construction.
- In 2014/15, 3.8% of the net dwelling completions, which accounts for 10 dwellings, were affordable within Tendring, as opposed to 73.9% in Braintree and 40.0% in Colchester. This data indicates that affordable housing is an issue, particularly in Tendring and to a lesser extent, in Colchester.
- The average dwelling price within Tendring District is £168,829. This is significantly lower than the county and national averages. The average dwelling prices for Essex is similar to the national average, but Tendring District is much lower. Braintree has a higher average dwelling price than Tendring and Colchester at £215,851.
- Meeting the housing needs in the Districts and Borough is an important issue. The updated SHMA for Braintree, Colchester, Chelmsford and Tendring Councils indicates that the majority of market housing and affordable housing should be 2 and 3 bedroom properties. This trend is replicated when assessing all housing, with 70.3% of housing need across the Districts and

Boroughs is 2 and 3 bedroom dwellings.

- Tendring has seen no increase in Gypsy and Traveller provisions since January 2014. Caravan counts in Braintree have increased since January 2014, but with fluctuations in measuring periods between 2014 and 2016 due to not tolerated sites being removed from the statistics, presumably due to eviction or inclusion in the statistics for tolerated sites. A similar trend is apparent in Colchester, with an overall increase in sites for Gypsy and Traveller populations.

3.3.3 Biodiversity

- Ramsar sites are wetlands of international importance designated under the Ramsar Convention which have a high degree of protection. They often incorporate Special Protection Areas (SPAs) and Special Areas for Conservation (SACs). In the Plan Area there are a number of Ramsar sites which include Hamford Water, and parts of the Colne and Blackwater estuaries which include coastal areas, estuaries, rivers and lakes/reservoirs. These Ramsar sites are also SPAs.
- SACs are sites of international importance designated under the EC Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora (the Habitats Directive). There is 1 SAC in the area: a large coastal area known as Essex Estuaries stretching from Shoeburyness to Jaywick Sands.
- Tendring District has a rich geodiversity which is varied and largely irreplaceable. There are 10 sites of Special Scientific Interest (SSSIs) in the District, notified specifically for their geological value. The District is also home to the Stour, Orwell and Colne Estuaries and Hamford Water, SPA and Ramsar sites, designated for the conservation and protection of the habitats of migratory and endangered birds, scarce plants and invertebrates and for the conservation of wetlands and are sites of national and international importance.
- Colchester has a similarly rich biodiversity, including 8 SSSIs, the Colne Estuary SPA, the Blackwater Estuary and Abberton Reservoir SPA.
- There are a number of National Nature Reserves located in the Plan Area: Blackwater Estuary, Colne Estuary, Dengie and Hamford Water.
- All 15 SSSIs in Tendring and all 8 sites in Colchester are meeting the target of at least 95% of the SSSI area being brought into favourable condition. 3 of the 4 SSSIs in Braintree are meeting the target, but Bovingdon Hall Woods is at 93.30% favourable or unfavourable recovering. Colne Estuary in Tendring and Colchester, Stour Estuary in Tendring, Bovingdon Hall in Braintree and Blackwater Estuary in Colchester are the only SSSIs and not meeting the PSA target for 100% of their area, however the area not in a favourable or favourable recovering condition is small.

3.3.4 Landscapes

- Within the area's landscape there are many areas of special interest which have been designated and protected from inappropriate development. The main areas of importance are Landscape Character Areas (LCAs), an Area of Outstanding Natural Beauty (AONB), Protected Lanes and Special Verges.
- The Essex Landscape Character Assessment (Chris Blandford Associates, 2003) is based on the Countryside Agency's guidance, and establishes a 'baseline' of the existing character of the

Essex landscape. The assessment involved a broad review of the landscape identifying 'Landscape Character Areas' within Essex. They are areas with a recognisable pattern of landscape characteristics, both physical and experiential, that combine to create a distinct sense of place.

- Protected lanes have significant historic and landscape values. They generally originate from pre-historic track ways, which have been in continual (if lighter) use since. Protected lanes are often narrow, sunken and enclosed by a combination of mixed deciduous hedges and mature trees, ditches and raised verges that can be indications of great age. The volume weights and speed of traffic is often limited to preserve the special character and due to their age and use they also have great biological value. Protected Lanes and on-statutory assets, however hold some weight in planning decisions. Braintree District Council include consideration of Protected Lanes and Colchester Borough Council have emerging evidence base on the matter.
- In Colchester and the north west of Tendring District is the Dedham Vale Area of Outstanding Natural Beauty (AONB) covering an area of 90 sq. km, designated for conservation due to its significant landscape value. Made famous by the paintings of Constable and Gainsborough, its traditional grasslands, wildflower meadows and hedgerows provide an opportunity for both residents and visitors to enjoy the peace and beauty of what are among some of England's most precious and vulnerable landscapes. In addition, there are discussions currently underway regarding the possibility of expanding the Dedham Vale AONB westward into the northern part of Braintree District. Proposed by the Stour Valley Partnership, the proposals are supported by Essex County Council, Braintree District Council and Colchester Borough Council.
- Tendring has a significant concentration of grade 1 and 2 agricultural land to the north west of the District on the border with Colchester Borough. The majority of the central party of the District is grade 3 land, with small areas of grade 2 running from south west to north east through the centre of Tendring. Coastal areas have lower quality land, with grade 4 land to the south around Colne Point and Holland-on-Sea and grade 4 and 5 land around Harwich and Dovercourt.
- Grade 1 and 2 agricultural land is predominantly in the north east of Colchester Borough, with some areas of grade 2 land to the west and north west. Land to the south of the borough is lower quality, the majority of which is grade 3 with some areas of grade 4 and 5 along the banks of the river Colne and Abberton reservoir.
- Braintree predominantly features grade 2 agricultural land across the majority of the District, with areas of grade 3 land throughout. Some more concentrations of grade 3 land are notable towards the north of the District. There is an area of poor quality grade 5 land to the east of Stisted and Braintree town.

3.3.5 Population and Social (including Health and Education and Skills)

- The area's population has been projected to increase (ONS, 2014) to 2021. Some of the highest increases in populations county-wide are forecast to be in Braintree District, Colchester Borough and Tendring District.
- The population in Tendring, Braintree and Colchester are all predicted to increase over Local Plan Periods, with the highest growth rates in Colchester, followed by Tendring and Braintree. The population structure in Colchester is more weighted towards 20-44 year olds, similar to the trends in Braintree but with less dominance in this age group. Contrastingly, Tendring has a

higher population of people aged over 65. This age group is also predicted to increase over Local Plan periods.

- Within Tendring District, the 2011 Census puts the population at approximately 138,100 with an average density of 4.1 people per hectare.
- Tendring District is projected to grow by 14.4% (from 2011 Census numbers) to approximately 158,000 by the end of the plan period. Recent decades have seen a trend towards an ageing population in the District and this is projected to continue in the future.
- Based on the 2011 Census, there were 62,105 households in the Tendring District, the majority of which were privately owned housing. Average household size in the district was 2.2 people, slightly lower than the national, regional and county, averages.
- The average property price in September 2012 in Tendring District was £180,408; this is noticeably lower than average prices in England and Essex.
- At the time of writing there were 47 academy schools in Tendring District, 40 primary schools and 7 secondary schools. There were also 2 adult education centres. Primary school numbers, as forecast in the Commissioning Schools for Essex document, are set to rise in the five year period 2013-2018 to 9,928, due to rising births and new housing, requiring plans to be developed with local schools to increase the provision in the District.
- Overall pupil numbers in secondary schools in Clacton are predicted to decline in the period 2013/18 to 8,000. However, demand for year 7 places in Clacton is forecast to increase from 2017/2018 onwards to 8,395 once pupils from anticipated new housing are included in the forecast.
- Colchester Borough's population has grown by 15.6% between 2001 and 2014 and was estimated to stand at 180,420 people in mid-2014. The borough's growing population is accommodated within a spatial structure defined by the urban area at its centre, surrounded by a rural hinterland with three smaller centres, Tiptree, West Mersea and Wivenhoe.
- In Braintree District, the level of demand for secondary school places in Year 7 is predicted to rise over the course of the next 5 years. In Colchester, pressure on primary school places is forecast to continue in line with considerable housing development in the area. In the Stanway area in particular new housing developments are progressing and there is likely to be more pressure on school places, which will be monitored closely.
- Secondary school Year 7 intakes in Colchester are forecast to rise significantly from September 2017 onwards and options are being explored in active collaboration with the schools in Colchester town to provide the additional places required.
- Tendring has the highest level of deprivation for a local authority within Greater Essex. It is estimated that almost a fifth of people in the District live in seriously deprived neighbourhoods.
- While Colchester is less deprived than Essex as a whole, 2 small areas in Colchester were in the top 10% most deprived in England in 2010, Magnolia in St. Andrew's Ward and St Anne's Estate in St Anne's ward. Sustainable development for the future will require the development of sustainable land use patterns that maximise accessibility between jobs, homes, services and facilities.
- Of the 326 local authorities within England, Tendring ranks within the top 25% for extent and the top 16% for the remaining three measures –local concentration, average score and average

rank. Braintree and Colchester are less deprived, with Colchester ranking 6th in Essex on average and Braintree less deprived ranking 8th in Essex on average.

- Life expectancy of residents within Tendring District is lower than the regional and national averages with men living for an average of 78.7 years and women on average living 82.0 years. Braintree and Colchester have higher life expectancies for men and women than the national figures, but are both below the regional figures. In general, life expectancy is increasing within the Districts and nationwide. Colchester has the highest life expectancies of the three Districts for women, at 83.5 and Braintree has the highest for men at 80.1. The implications of this will mean that as people live longer there will be increased pressure on services and housing for the elderly.
- Participation in sport has seen a reduction in Tendring and Colchester from the previous year, and Braintree also has reduced overall since 2012-13 despite a small increase in the previous year. In addition, obesity in Tendring is more prevalent than Braintree, Colchester, the region and the nation. Braintree also has a higher proportion of adults classified as obese but a lower proportion of children aged 4-5. Colchester has lower percentages of both adults and children aged 4-5 classified as obese.
- Braintree District Council has invested in new and enhanced leisure facilities in the District. In 2014 a new leisure centre with swimming pool and gym opened in Witham, and facilities at Braintree Sports & Health Club and at Braintree Swimming and Fitness were expanded and enhanced. Outdoor gyms have also been provided in Braintree and Witham.

3.3.6 Air Quality and Noise

- There are no Air Quality Management Areas (AQMAs) located in Braintree District. The main air quality issues in the District relate to nitrogen dioxide (NO₂) and particulate emissions from vehicles travelling on the A12 and A120.
- There are no AQMAs within Tendring District.
- There are four Air Quality Management Areas in Colchester, located in the following areas:
 - Area 1 - Central Corridors (including High Street Colchester; Head Street; North Hill; Queen Street; St. Botolph's Street; St. Botolph's Circus; Osborne Street; Magdalen Street; Military Road; Mersea Road; Brook Street; and East Street).
 - Area 2 - East Street and the adjoining lower end of Ipswich Road.
 - Area 3 - Harwich Road/St Andrew's Avenue junction.
 - Area 4 - Lucy Lane North, Stanway; Mersea Road; and Brook Street.
- The Tendring District Council Air Quality Progress Report shows that Tendring District is currently meeting the air quality objectives. The automatic data does show there is a risk of exceeding the nitrogen dioxide objective at the Clacton Town Hall site; however this site experienced low data capture due to networking problems.

3.3.7 Climatic Factors

- Tendring District, Colchester Borough and Braintree District all consume more energy from non-

renewable sources as a percentage of their consumption compared to the East of England as a whole. More than three quarters of Tendring and Braintree District's 2,532.2GWh and 3,019.1GWh respective energy consumption is from petroleum products and natural gas. For Colchester, the percentage is just below 75% for the same energy sources. Colchester and Braintree are closer to the East of England average than Tendring. Registering 38.27% of their consumption deriving from petroleum, Tendring is lower than the percentage for Braintree, Colchester and the East of England. In contrast only 20.6GWh of energy consumed is from renewable bioenergy and waste sources, equating to just 0.81% of energy consumption in Tendring. This is comparatively low when measured against the 0.94% in Braintree and 1.01% achieved across the East of England region, but higher than the 0.71% achieved in Colchester.

- Industry, domestic and transport each produce roughly 1/3 of the total CO2 emissions within Colchester, however there is more variation in the statistics for Tendring and Braintree. The industry and commercial sector produces the smallest amount in every District at 28.8% for Tendring, 29.7% in Braintree and 31.6% in Colchester. Transport produces the most in Braintree at 37.4%, whereas domestic emissions are the highest in Tendring and Colchester at 41.6% and 34.8% respectively.
- Tendring has one of the lowest reductions in CO2 emissions relative to the 2005 data of all the Districts in Essex at just 11.5%. This is 6.1% below the average reduction per capita for Essex. Braintree and Colchester are higher than the Essex average at 18.7% and 18.6% respectively.

3.3.8 Transport

- The area's strategic road and rail network is heavily used, particularly given the proximity to and connectivity with London. The principal roads are the A12 and A120, while the A130, A131, A133 and A414 also form important parts of the strategic road network.
- The Great Eastern Main Line provides rail services between London Liverpool Street and the East of England, including Witham, Chelmsford, Colchester and Clacton-on-Sea. It also carries freight traffic to and from Harwich International Port, which handles container ships and freight transport to and from the rest of the UK. Harwich is also one of the major UK ports for ferry and cruise departures.
- Crossrail is expected to start operating in the first part of this plan period with services commencing just south of Chelmsford in Shenfield. The opportunities that Crossrail will bring in terms of additional capacity and quicker journeys to a wider choice of destinations will be a contributor to the continued attractiveness of north Essex as a place to live and to do business.
- The growing demand for the use of airports, including London Stansted, will create additional associated pressures on road and rail infrastructure. The County Council, along with South East Local Enterprise Partnership, local and national agencies and other organisations, will also need to work collaboratively with the Local Planning Authorities to ensure infrastructure meets demand for enhanced economic growth.
- Transportation provision in Tendring District includes 14 railway stations with connections to Colchester, Chelmsford, Ipswich, Norwich, Stratford and London. The average journey time between Clacton-on-Sea and London Liverpool Street is 1 hour 26 minutes.
- Within Tendring, there are numerous bus routes throughout the District including frequent inter-

urban routes linking villages to the larger urban areas of the district and the large town of Colchester in the adjoining borough. The dispersed geography of the District means that there is a reliance on the use of private cars.

- Colchester Borough's self-containment rate (share of residents who also work within the Borough) was 69% in 2011, with 24,850 employed residents leaving the Borough to work. Of these 25% go to Greater London, 15% to Tendring District, 15% to Braintree District and 10% to Chelmsford City. The Local Plan will need to manage the continuing pressures of vehicle congestion and parking while developing practical solutions to minimise the need to travel and provide non-car based alternatives to movement around the Borough.
- There are network efficiency issues on a number of strategic inter-urban routes which are operating at or near to capacity. In addition, the capacity of the A12 is further constrained by the operation of the junctions and sub-standard slip roads. The A12, managed by Highways England, has recognised issues with poor reliability and delays, and the Roads Investment Strategy (2015 – 2020) seeks to implement major improvements to address these issues. The A120 between Braintree and the A12 junction suffers from heavy congestion, high accident risk and poor journey reliability. ECC is leading a project, with Highways England, to study options for dualling this section of the route. A number of key junctions on the local highway network also operate at 'over capacity' during peak hours.
- Proportionately more households own 1 car or van within Tendring District at 45.3%, which is slightly higher than national and regional statistics. Colchester is also higher than the regional and national figures at 43.8% and Braintree has the lowest proportion of households owning 1 or more car at 40.3%.
- Tendring and Colchester are above the regional and national averages for households owning 1 or more cars, in contrast with Braintree which is lower. Despite this, a lower proportion of people use a private car or van to travel to work. Similarly, Colchester has fewer employees travelling to work by car or van, which could be as a result of a higher number of employment opportunities closer to their homes negating the need for travel by car. The same reasoning applies to Braintree, where more employment opportunities are in rural locations and more people travel to work by car or van.
- All Districts and Boroughs registered significant proportions of residents travelling outside to other local authority areas to find employment. Just 59.9% of residents in Braintree remained in the District for their work, which was the lowest percentage of the Districts and Boroughs. Tendring was the next highest, followed by Colchester with the lowest proportion of residents travelling elsewhere for employment.

3.3.9 Water

- The main rivers in the area are the Colne and the Pant/Blackwater. The north of the area has relatively high contamination vulnerability because of the porosity of the underlying chalk.
- In addition to natural water bodies there are various artificial water bodies in the county. Abberton is one of the County's largest inland water resources.
- Water management is challenging in the Strategic Area given the combination of high development growth and it being one of the driest counties in England. Annual rainfall in the

area is only 65% of the average in England and Wales. In respect of water quantity a significant portion of the resource is considered to be 'water stressed'; the resource availability status of rivers and aquifers show that they are generally over abstracted; and not self-sufficient in relation to local sources of water supply and needs to import substantial quantities of water to satisfy existing demand.

- The latest Colchester Water Cycle Study identified issues with a number of smaller ward areas within the Borough. These are:
 - North Colchester – Wastewater treatment and Wastewater Infrastructure
 - Colchester Town Centre and Fringe – Wastewater Treatment and Wastewater Infrastructure
 - South Colchester (Garrison) – Wastewater Treatment and Wastewater Infrastructure
 - East Colchester - Wastewater Treatment and Wastewater Infrastructure
 - Stanway - Wastewater Treatment and Wastewater Infrastructure
 - Colchester other areas - Wastewater Treatment
 - Wivenhoe/Rowhedge - Wastewater Treatment and Wastewater Infrastructure
 - Tiptree – Water Supply Resources, Wastewater Infrastructure and more recently Environment – Water Quality
 - West Mersea – Wastewater Infrastructure
 - Marks Tey – Wastewater Treatment and Environment – Water Quality
 - Other Villages – Eight Ash Green (EAG) and Langenhoe - Wastewater Treatment
- The key activities required to resolve the “red” time periods above are:
 - Water Supply - Implementation of proposed transfer of water from Planning Zone 56 - Colchester to Planning Zone 63 - Tiptree
 - Wastewater - Implement proposed discharge consent increases and process improvements at Colchester STW and Copford STW. Upgrade/extension of existing sewers or implementation of new sewer
 - Water Quality - Implementation of BAT technologies, and therefore significant investment, to keep pollution levels within consent.
- The latest Tendring Water Cycle Study identified issues with a number of smaller wards within the District. These are:
 - Jaywick – Wastewater Treatment and Wastewater Infrastructure
 - Frinton-on-Sea and Walton-on-the-Naze – Wastewater Infrastructure
 - Brightlingsea – Wastewater Infrastructure
 - Lawford, Manningtree and Mistley – Wastewater Infrastructure
 - Thorpe le Soken – Wastewater Infrastructure
 - St Osyth – Wastewater Infrastructure
- The key activities required to resolve the “red” time periods above are:
 - Wastewater - Detailed review of development and discharges to establish the required increase in the consented DWF for Jaywick STW, and apply if necessary.

- Extension and upgrade/capacity increase of current sewer network.
- In Braintree, the latest Water Cycle Study concludes that potable water may require an upgrade, but that potable water supply can support the predicted growth in the District. A stage 2 report explores the possibility of reducing water demand through dwelling design. Additional Wastewater Treatment Works (now Water Recycling Centres) and Sewerage Networks may be required as environmental water quality is highlighted as a cause for concern, but again there is confidence that existing treatment facilities can support the additional wastewater.

3.3.10 Flooding

- The National Planning Policy Framework seeks to avoid inappropriate development in areas at risk of flooding, but where development is necessary, to ensure that it is safe and does not increase flood risk elsewhere.
- Surface water flood risk is relatively high with all main settlements assessed being ranked in the top 1,000 settlements most susceptible to surface water flooding.
- Significant levels of flood risk have been identified along the Essex coast and inland along river stretches.

3.3.11 Cultural Heritage and Townscape

- The historic environment should be effectively protected and valued for its own sake, as an irreplaceable record which contributes to our understanding of both the present and the past.
- There is a concentration of listed buildings in the district of Braintree and also around historic towns such as Colchester.
- Tendring District has more than 960 Listed Buildings. The District also benefits from 27 Scheduled Monuments which include above and below ground features, 3 Historic Parks and Gardens and 9 Protected Lanes, preserved for their historic indication of ancient road patterns in the District. The District also contains 20 Conservation Areas.
- Archaeological deposits across Tendring, Braintree and Colchester range in date from the Palaeolithic, through to structures related to the Cold War. However, it should also be remembered that the EHER records represent only the known deposits with many new sites being identified each year. Archaeological sites (and their setting) constitute a finite, non-renewable resource which is vulnerable to damage. There is a need for updated Historic Characterisation Studies within the Districts and Borough to provide a more accurate description of the archaeological deposits in order to better understand the vulnerability of the historic environment.
- According to the Heritage at Risk Register (2016), there are 15 assets listed as being at risk in Tendring. This consists of 7 Scheduled Monuments, 4 Listed Buildings and 4 Conservation Areas. There are 7 assets listed as being at risk in Braintree. This consists of 3 Scheduled Monuments, 2 listed places of worship and 2 Conservation Areas. There are 10 assets listed as being at risk in Colchester. This consists of 4 Scheduled Monuments, 2 listed places of worship, 1 Listed Building and 3 Conservation Areas.
- Colchester Borough boasts 52 Scheduled Monuments, which is the highest number when

compared with Braintree and Tendring. Braintree District contains 40 Scheduled Monuments and Tendring District benefits from 27 Scheduled Monuments which include above and below ground features.

- There are 3 Registered Parks and Gardens within Tendring District, 8 Registered Parks and Gardens within Braintree District and 4 Registered Parks and Gardens within Colchester Borough which have each been designated by English Heritage as being “a park or garden of special historic interest”.
- Braintree has the most Conservation Areas of the 3 authorities with 39. Both Tendring and Colchester have 22 Conservation Areas which are defined as historical settlements and buildings having ‘special architectural or historical interest, the character of which is desirable to preserve or enhance’.

3.3.12 Minerals and Waste

- The Strategic Area has extensive deposits of sand and gravel. The sand and gravel resources in Essex are significant in national, sub-national and local terms - Essex is one of the largest producers in the UK; most geographically extensive and significantly mixed within the centre and north of Essex – namely the districts of Uttlesford, Braintree, Chelmsford, Colchester and Tendring.
- The Replacement Waste Local Plan (Inspector’s report due soon following Examination in Public in late 2016), as published by Essex County Council and Southend-on-Sea as the combined Waste Planning Authority, allocates 4 sites within Tendring, 1 in Braintree and 2 within Colchester for the treatment of biological waste, inert waste, inert landfill and other waste management. These are:
 - Tendring
 - Morses Lane, Brightlingsea
 - Sloughs Farm, Ardleigh
 - Sunnymead, Elmstead & Heath Farms
 - Wivenhoe Quarry Plant area
 - Braintree
 - Rivenhall
 - Colchester
 - Bellhouse Landfill Site
 - Fingringhoe Quarry
- Three sites within Braintree District have been identified as preferred or reserved sites for primary mineral extraction of sand and gravel in the Essex Minerals Plan (Policy P1, Table 5), which was adopted in July 2014. These include sites at Bradwell Quarry (Rivenhall Airfield) comprising Site No’s A3 – A7; one site at Broadfield Farm, Rayne (Site No A9); and one site on land at Colemans Farm (Site No A46).
- There are two sites within Tendring identified as preferred or reserved for primary mineral extraction of sand and gravel. These are Site Nos A20 – Sunnymead, Alresford and B1 – Slough

Farm, Ardleigh.

- There is one site within Colchester identified as preferred or reserved for primary mineral extraction of sand and gravel. This is Site No A13 - Colchester Quarry, Fiveways.
- The majority of the sand and gravel produced in Essex (about 78%) is used within the County itself. This position looks unlikely to change over the long-term. Consequently the main factor influencing production of sand and gravel in the future will be the need to meet the minerals demand for the whole of Essex created by major development and new infrastructure projects within Essex itself.
- The silica sand resources in Essex are processed for industrial purposes at Ardleigh from a mixed resource, north-east of Colchester. Industrial uses include glassmaking, foundry casting, ceramics, chemicals and water filtration

3.3.13 Trans-national Implications

The Scoping Report explored the state of the environment within the North Essex area, however consideration has since been given to the possibility of trans-national impacts resulting from the scale of growth and those broad locations identified for development within Section One.

In view of this, no trans-national effects were deemed likely as a result of the Section One content singularly or in combination with the relevant Section Twos of the three Local Plans or any other plans and programmes. This is as result of the Section One Habitats Regulation Assessment Screening Assessment and associated Appropriate Assessment (AA) (2017) which explores the environmental impacts of the Section One on international and national designations for nature conservation. The AA identifies that although impacts arise as a result of the level of growth in Section One due to recreation, effective mitigation is possible.

3.3.14 Data Limitations

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

It should be noted that while the baseline will be continually updated throughout the SA process, the information outlined within this report represents a snapshot of the information available at the beginning of April 2017.

3.4 Key Sustainability Issues and Problems and Sustainability Objectives (Stage A3)

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

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

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

The following table outlines the stages which led to the formulation of the Sustainability Objectives for the Strategic Section One for Local Plans, which were based on key sustainability issues and considerations for the whole Strategic Area. The state of the environment in absence of the Section One is derived from the Baseline Information addressed in Annex B accompanying this report and the wider benefits that can be expected of growth over a larger strategic area and in accordance with Garden City principles.

Table 3: Key Sustainability Issues and Problems

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|----------------------------|--|--|---|
| Social integration | Some of the highest increases in populations county-wide are forecast to be in Colchester Borough and Tendring District and there is a need to integrate new communities with existing ones. | The absence of a strategic approach across the HMA is likely to lead to the allocation of development across the area that can be considered comparatively more piecemeal and not of the scale to stimulate wider infrastructure benefits, and ancillary development requirements, that can be of wider benefit to new and existing communities. | 1) Create safe environments which improve quality of life, community cohesion |
| Quality of life | Tendring has the highest level of deprivation for a local authority within Greater Essex. | | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|-------------------------------------|--|---|--|
| Population growth | <p>The latest population trend data shows that the population in the HMA area is growing annually.</p> <p>The area's population has been projected to increase (ONS, 2014) to 2021. Some of the highest increases in populations county-wide are forecast to be in Colchester Borough and Tendring District.</p> | Without a strategic approach within the HMA, it is probable that each authority would have to explore the allocation of marginal and less sustainable land. | 2) To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford |
| The need for specific housing types | There is an identified need for specific types of housing throughout the strategic area including housing for older people. | As indicated by need, market forces alone can not be expected to deliver all types of housing need in the HMA. The exploration of Spatial Strategy and Section Policies that are wider in scope across the HMA / strategic area, including Garden Community options, enables sustainable growth to be well dispersed in reflection of needs across the HMA. Also and importantly the Section One ensures the delivery of such housing through adhering to Garden City Principles. | |
| Affordable housing | In 2014/15, 3.8% of the net dwelling completions, which accounts for 10 dwellings, were affordable within Tendring, as opposed to higher percentages in Braintree and Colchester. This indicates that affordable housing is an issue. | The scope of the Section One across the HMA can ensure that affordable housing delivery and units for older people can significantly increase. It is also a Garden City Principle and requirement of such strategic development. In the absence of the Strategic Section One for Local Plans, including Garden Communities, there is a possibility that a higher proportion of smaller sites are allocated for development in Local Plans, which would not provide such significant | |
| Ageing population | The population structure in Colchester is more weighted | | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|----------------------------------|--|---|--|
| | towards 20-44 year olds, similar to the trends in Braintree but with less dominance in this age group. Contrastingly, Tendring has a higher population of people aged over 65. This age group is also predicted to increase over Local Plan periods. | increases in affordable housing and housing for older people. | |
| Gypsy and Traveller requirements | Tendring has seen no increase in Gypsy and Traveller provisions since January 2014. Caravan counts in Braintree have increased since January 2014, but with fluctuations in measuring periods between 2014 and 2016 due to unauthorised sites being removed from the statistics, presumably due to eviction or inclusion in the statistics for tolerated sites. A similar trend is apparent in Colchester. | Garden Communities, as explored in the Strategic Section One for Local Plans have the capability, and are likely to provide adequate Gypsy and Traveller provision, located in sustainable areas, that is unlikely to otherwise be forthcoming from call-for-sites processes. | |
| Healthcare services | Health services in the Strategic Area are either underprovided or otherwise oversubscribed. Life expectancy of residents within Tendring District is lower than the regional and national averages with men living for an average of 78.7 years and women on average living 82.0 years. Braintree and Colchester have higher life | In exploring options for strategic level growth within Section One, relevant strategic policies and Garden Communities have the opportunity to integrate adequate health service and recreation provision into the settlement, or can otherwise ensure that accessibility to healthcare facilities is improved. In the absence of this approach, it is possible that current trends will continue and negative implications be exacerbated. | 3) To improve the health of the District's residents and mitigate/reduce potential health inequalities |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|------------------------------------|--|---|---|
| | expectancies for men and women than the national figures, but are both below the regional figures. | | |
| Participation in sport and obesity | Participation in sport has seen a reduction in Tendring and Colchester, and Braintree also has reduced overall since 2012-13. In addition, obesity in Tendring is more prevalent than Braintree, Colchester, the region and the nation. | | |
| Business start ups | Compared to sub-national and national figures, Tendring district has experienced a lower start up rate and a lower de-registration rate of businesses indicating a slightly less robust local economy. Braintree and Colchester are more in line with the county and national business registration and de-registration rates. | The link between homes and jobs is a key tenet of sustainability, as is ensuring progressive growth in employment opportunities across a range of sectors. This is best addressed at a strategic level through Section One policies and the opportunities presented by Garden Communities. This ensures that a mix can be adequately provided. In contrast, without such an approach it can be expected that out commuting will continue and the location of new housing and employment opportunities would remain disparate. Garden Communities should also, where sensitively located, ensure that town centres remain viable and offer employment opportunities in easy commuting distance to homes. | 4) To ensure and improve the vitality & viability of centres 5) To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways |
| Rural employment | Tendring District is predominantly rural in nature; however the majority of businesses are located in an urban location. The majority of businesses in Colchester are in urban areas. | | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|--|---|---|---|
| Town centres | Town centres within the North Essex and nationally area are under threat from an increase in non-town centre uses through permitted development rights and out of centre retail opportunities which are less congested. | | |
| Commuting patterns | All the authorities registered significant proportions of residents travelling outside to other local authority areas to find employment. Just 59.9% of residents in Braintree remained in the District for their work, which was the lowest percentage of the Districts and Boroughs. Tendring was the next highest, followed by Colchester with the lowest proportion of residents travelling elsewhere for employment. | | |
| International and European wildlife designations | In the Plan Area there are a number of Ramsar sites which include Hamford Water, and parts of the Colne and Blackwater estuaries which include coastal areas, estuaries, rivers and lakes/reservoirs. These Ramsar sites are also SPAs. There is also one 1 SAC in the area: a large coastal area known as Essex Estuaries | The exploration of strategic growth in a plan led system at an early stage enables the results and recommendations of HRA and AA to be factored into plan making at the strategic level. This ensures that mitigation strategies can be developed as per the recommendations of these studies to alleviate pressure on designations and eradicate any 'likely significant effects.' | 6) To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|--|---|---|---|
| National and local wildlife designations | There are a number of National Nature Reserves, SSSIs, Local Wildlife Sites and Local nature Reserves in the strategic area. | The exploration of strategic growth in a plan led system at an early stage, enables the green infrastructure of the strategic area to be interconnected and enhanced through a joined-up approach to new settlements and associated economies of scale that could otherwise not be expected. The scope of Section One ensures that green infrastructure is better integrated across the strategic area. | |
| Car ownership | Tendring and Colchester are above the regional and national averages for households owning 1 or more cars, in contrast with Braintree which is lower. | Car ownership can be expected to increase without the development of solutions that deliver truly sustainable options at a strategic level that ensure a range of employment opportunities and services are accessible by sustainable means. | 7) To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion |
| Congestion | Congestion is common on specific sections of the strategic road network. | | |
| Air quality | There are a number of AQMAs in Colchester | | |
| Congestion and interconnectivity | There are network efficiency issues on a number of strategic inter-urban routes which are operating at or near to capacity. | Without a strategic plan-led approach to growth, it is possible that development requirements on a district / borough wide basis can conflict in the wider area in regard to congestion. The Section One enables a joined up approach to growth that contributes to wider interconnectivity and better transport solutions / improvements. | 8) To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development |
| Transport infrastructure | There is a strategic need for transport infrastructure improvements associated with the A12 and A120 | | |
| Rural transport | The strategic area is largely rural in nature and rural | | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|----------------------------|---|---|--|
| | public transport services and interconnectivity is poor. | | |
| Educational achievement | Tendring on average has lower proportions of students achieving KS4 results across all measures when compared with Braintree and Colchester. This trend extends to adult qualifications, where Braintree and Colchester are above regional and national averages for adults with NVQ1 level qualifications or higher. | Solutions to address these two issues can be considered to be feasible and better aligned across the strategic area through a strategic approach. Garden Communities and strategic policies can ensure the incorporation of schools and stimulate the provision of facilities by meeting required dwelling yield thresholds. | |
| School capacity | School capacities are forecast to be in deficit, when adjusted for new housing requirements | | |
| Heritage assets at risk | According to the Heritage at Risk Register (2016), there are 15 assets listed as being at risk in Tendring. This consists of 7 Scheduled Monuments, 4 Listed Buildings and 4 Conservation Areas. There are 7 assets listed as being at risk in Braintree. This consists of 3 Scheduled Monuments, 2 listed places of worship and 2 Conservation Areas. There are 10 assets listed as being at risk in Colchester. This consists of 4 Scheduled Monuments, 2 listed places of worship, 1 Listed Building | A plan-led approach over the wider strategic area ensures that housing and employment needs can be met in more suitable areas regarding the protection of the historic environment; in the absence of this approach district / borough wide needs would be met more independently and development pressures could lead to the allocation of less suitable land or urban concentration / expansion at higher densities. This could impact on Conservation Areas and historic cores. The exploration of a plan-led system at the strategic level ensures a consistency of approach in regard to the historic environment and historic landscapes. Garden Communities at the scales identified also ensures that | 9) To conserve and enhance historic and cultural heritage and assets and townscape character |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|-------------------------------|---|---|--|
| | and 3 Conservation Areas. | mitigation strategies can be successfully and holistically integrated over a wide area with additional potential for the enhancement of any heritage assets or their settings. | |
| Listed buildings | There is a concentration of listed buildings in the district of Braintree and also around historic towns such as Colchester. | | |
| Historic towns | Colchester is the country's oldest town and the historic environment should be effectively protected and valued for its own sake, as an irreplaceable record which contributes to our understanding of both the present and the past. | | |
| Renewable energy use | Tendring District, Colchester Borough and Braintree District all consume more energy from non-renewable sources as a percentage of their consumption compared to the East of England as a whole | Solutions to address this issue can be considered to be feasible at the strategic level that can incorporate and stimulate the provision for renewable energy and energy efficiency aspirations through economies of scale. | 10) To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation. |
| Water scarcity and management | Water management is challenging given the combination of high development growth and it being one of the driest counties in England. In respect of water quantity a significant portion of the resource is considered to be 'water stressed'; the resource availability status of rivers and aquifers show that they are generally over | In the absence of the strategic Section One for Local Plans, development could come forward that does not explore holistic approaches to meeting water demand within the strategic area. | 11) To improve water quality and address water scarcity and sewerage capacity |

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

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|------------------------------------|---|---|---|
| | the majority of roads throughout all authorities with the exception of minor roads in Colchester. | possible that the Borough Council would be prompted to allocate less suitable land, or a number of urban extensions to the main town of Colchester, to meet their borough-wide needs as stated in the OAN Report. | |
| AQMAs | There are a large number of AQMAs in the town of Colchester. | A plan-led approach over the wider strategic area ensures that housing and employment needs can be met in more suitable areas as opposed to any concentration / expansion of towns at higher densities which could exacerbate air quality issues. | |
| AONB pressures | There is one AONB, Dedham Vale, which lies on the border of Suffolk and Essex in Colchester Borough covering an area of 90 sq. km. It has been designated such because it is an exceptional example of a lowland river valley and plans are being explored to extend this designation westward. | It is unlikely that there would be any significant difference in conditions without the implementation of the Section One. | 14) To conserve and enhance the quality of landscapes |
| Agricultural land and soil quality | There are significant areas of Grade 1 agricultural land within Tendring, and smaller areas within Colchester Borough. | It is unlikely that there would be any significant difference in conditions without the implementation of the Section One. | 15) To safeguard and enhance the quality of soil and mineral deposits |
| Preserving mineral deposits | The area has extensive deposits of sand and gravel. The sand and gravel resources in Essex are significant in national, sub-national and local terms - | It is unlikely that there would be any significant difference in conditions without the implementation of the Section One. | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|----------------------------|---|--|-------------------------------|
| | Essex is one of the largest producers in the UK; most geographically extensive and significantly mixed within the centre and north of Essex – namely the districts of Uttlesford, Braintree, Chelmsford, Colchester and Tendring. | | |

4. The Approach to Assessing Section One

4.1 Introduction

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

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

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

The sustainability frameworks contained in this report form the basis of the methods used to evaluate the effects of the Section One for Local Plans. Quantitative analysis is used where available, however the broad scope of the Section One and differing level of detail available for all options explored, lead to a number of assumptions being required in order to make qualitative and comparable judgements. It is important that a level playing field is ensured for the assessment of options, with the same level of information being used to assess all option. Assumptions are set out in the relevant sections of this SA in which specific elements of the Section One are appraised.

The methodology adopted for the SA of the Strategic Section One for Local Plans represents an amalgamation of the work undertaken for each authority's Local Plan Sustainability Appraisal Scoping Report, all of which have been subject to formal consultation as per the requirements of the SEA Regulations. This work has also been factored into formulating an appraisal framework for assessing Garden Community options and alternatives.

4.2 An Overview of the Three Authorities Local Plan SA Sustainability Objectives

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

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

Table 4: Sustainability Objectives for the Three Authorities Local Plan SAs

| Braintree District Council | Colchester Borough Council | Tendring District Council |
|--|--|---|
| 1. Safe environments/ quality of life/community cohesion | 1.Decent/Affordable Homes | 1.Decent/affordable homes |
| 2.Decent homes | 2.Sustainable location/efficient use of land | 2.Harness the District's economic strengths |
| 3.Improve health/reduce health inequalities | 3. Prosperous economy – opportunities for jobs/vitality of centres | 3.Skills base/learning opportunities |
| 4.Vitality & viability of centres | 4.Sustainable travel behaviour | 4.Sustainable travel/international gateways |
| 5.Levels of prosperity & economic growth | 5.Resilient communities/better economic & social outcomes | 5.Wellbeing through community cohesion & social capital |
| 6.Biological & geological diversity | 6.Reduce inequalities in health/safety by community cohesion | 6.Reduce levels of poverty & exclusion |
| 7.Sustainable transport choices & uptake | 7.Conservation/townscape/ heritage assets | 7.Reduce contributions to climate change |

| Braintree District Council | Colchester Borough Council | Tendring District Council |
|--|--|------------------------------------|
| 8. Accessibility & transport infrastructure | 8.Natural environment/ biodiversity | 8.Natural and historic assets |
| 9. Education & skills | 9.Efficient use of energy/reduce/reuse/recycle | 9.Prudent use of natural resources |
| 10. Cultural heritage | 10.Reduce contributions to climate change | |
| 11.Reduce climate change | | |
| 12. Water quality & address water scarcity/sewerage capacity | | |
| 13. Reduce flood risk | | |
| 14.Improve air quality | | |
| 15. Maintain/enhance landscape/townscape quality | | |
| 16.Safeguard/enhance soil quality | | |

It is considered that there is sufficient overlap between the three authorities' Local Plan SA Objectives so as to create a single framework that would be applicable and relevant to the wider area. Despite this, it is felt necessary to create two frameworks to assess different elements / content of the Strategic Section One for Local Plans. Whereas the Objectives above reflect the topics required of sustainability appraisal in line with the requirements of Local Plans as set out in the NPPF, there is a need to ensure that issues of local distinctiveness are captured. With that in mind, two separate frameworks have been formulated: one to assess content relevant to the policy content of the Section One, providing a strategic vision for planned growth and strategic objective, and another to reflect Garden Community options in line with more locally distinctive pressures in specific locations.

4.3 Developing a Common Sustainability Framework for Assessing Options: Policy Content

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

Table 5: Sustainability Framework for Assessing Policy Content

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

| SA Objective | SA Criteria | Potential Indicators |
|---|---|---|
| | accessible green space? - Will it encourage access by walking or cycling? | Natural England's Accessible Natural Greenspace Standards - Percentage of new residential development within walking and cycling distance to schools - Percentage of new residential development within walking and cycling distance to sport and recreation facilities / open space |
| 4. To ensure and improve the vitality & viability of centres | - Does it seek to prevent loss of retail and other services in rural areas? - Does it promote and enhance the viability of existing centres by focusing development in such centres? - Does it seek to locate development in close proximity to town centres? - Does it seek to located development within easy public travelling distance to town centres? - Does it seek to improve public transport networks to town centres? | - Amount of completed retail, office and leisure development delivered (and in centres) - Amount of completed retail, office and leisure development across the three authority area |
| 5. To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways | - Will it improve the delivery of a range of employment opportunities to support the growing population? - Will it tackle employment associated deprivation? - Will it enhance the area's potential for tourism? - Will it promote development of the ports? - Will it encourage the rural economy and diversification of it? - Will it support business innovation, diversification, entrepreneurship and changing economies? - Does it seek to improve existing training and learning facilities and/or create more facilities? | - Amount of floor space developed for employment, sqm - Successful employment use applications in rural areas - Number of jobs created in the ports - Number of developments approved associated with the tourism sector - Level 2 qualifications by working age residents. - Level 4 qualifications and above by working age residents. - Employment status of residents. - Average gross weekly earnings. - Standard Occupational Classification. |

| SA Objective | SA Criteria | Potential Indicators |
|---|---|---|
| | <ul style="list-style-type: none"> - Will the employment opportunities available be mixed to suit a varied employment skills base? | |
| 6. To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity | <ul style="list-style-type: none"> - Will development have a potential impact on a national, international or European designated site (SPA, SAC, Ramsar, SSSI)? - Will it maintain and enhance sites otherwise designated for their nature conservation interest? - Will it conserve and enhance natural/semi natural habitats? - Will it conserve and enhance species diversity, and in particular avoid harm to indigenous BAP priority species? | <ul style="list-style-type: none"> - Impacts (direct and indirect) on designated sites - Amount of development in designated areas - Area of land offset for biodiversity |
| 7. To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion | <ul style="list-style-type: none"> - Will it increase and/or improve the availability and usability of sustainable transport modes? - Will it seek to encourage people to use alternative modes of transportation other than private vehicle? - Will it lead to the integration of transport modes? - Will it improve rural public transport? - Does it seek to increase the uptake or viability of walking and cycling as methods of transportation, through new infrastructure or integration? | <ul style="list-style-type: none"> - Percentage of journeys to work by walking and cycling and percentage of journeys to work by public transport |
| 8. To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development | <ul style="list-style-type: none"> - Will it contribute positively to reduce social exclusion by ensuring access to jobs, shopping, services and leisure facilities for all? - Does it seek to concentrate development and facilities where access via sustainable travel is greatest? - Does it seek to minimise congestion | <ul style="list-style-type: none"> - Number / amount of new homes / employment development completed at ward level within Growth / Regeneration Areas - Percentage of new development within 30 minutes of community facilities (as defined by each authority) - Percentage of new residential |

| SA Objective | SA Criteria | Potential Indicators |
|---|---|---|
| | <p>at key destinations / areas that witness a large amount of vehicle movements at peak times?</p> <ul style="list-style-type: none"> - Would the scale of development require significant supporting transport infrastructure in an area of identified need? - Will it ensure adequate school places (through expansion / new facilities) and early years provision to support growth? - Will it ensure the required improvements to utilities infrastructure? - Will it ensure the required improvements in capacity to GP services? - Will it provide a suitable amount of sports, recreational, leisure and open space facilities? | <p>development within 30 minutes of public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre</p> <ul style="list-style-type: none"> - Additional capacity of local schools / incidents of new school applications |
| 9. To conserve and enhance historic and cultural heritage and assets and townscape character? | <ul style="list-style-type: none"> - Will it protect and enhance designations, features and areas of historical, archaeological and cultural value in both urban and rural areas? - Will it have a negative impact on the significance of a designated historic environment asset or its setting? - Does it seek to enhance the range and quality of the public realm and open spaces? - Will it reduce the amount of derelict, degraded and underused land? - Does it encourage the use of high quality design principles to respect local character? - Will / can any perceived adverse impacts be reduced through adequate mitigation? | <ul style="list-style-type: none"> - Percentage of new and converted dwellings on previously developed land - Number of listed buildings demolished, repaired or brought back to use, including locally listed buildings - New Conservation Area Appraisals adopted - Number of Listed Buildings, Scheduled Monuments, Conservation Areas, Registered Parks and Gardens (and percentage at risk) - Area of highly sensitive historic landscape characterisation type(s) which have been altered and their character eroded - Number of major development projects that enhance or detract |

| SA Objective | SA Criteria | Potential Indicators |
|--|--|---|
| | | <p>from the significance of heritage assets or historic landscape character</p> <ul style="list-style-type: none"> - Percentage of planning applications where archaeological investigations were required prior to approval or mitigation strategies developed or implemented |
| 10. To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation. | <ul style="list-style-type: none"> - Will it reduce emissions of greenhouse gases by reducing energy consumption? - Will it lead to an increased generation of energy from renewable sources? - Will it encourage greater energy efficiency? - Will it improve the efficient use of natural resources, minimising waste and promoting recycling? | <ul style="list-style-type: none"> - Total CO2 emissions - Renewable Energy Installed by Type - Number of zero carbon homes delivered |
| 11. To improve water quality and address water scarcity and sewerage capacity | <ul style="list-style-type: none"> - Will it lead to no deterioration on the quality of water bodies? - Will water resources and sewerage capacity be able to accommodate growth? | <ul style="list-style-type: none"> - Quality of Rivers (number achieving ecological good status) - Number of planning permissions granted contrary to the advice of the Environment Agency on grounds of water quality |
| 12. To reduce the risk of fluvial, coastal and surface water flooding | <ul style="list-style-type: none"> - Does it promote the inclusion of Sustainable Drainage Systems (SuDS) in new developments and will their integration be viable? - Does it seek to avoid development in areas at risk of flooding (fluvial, coastal, surface water)? - Does it seek to avoid increasing flood risk (fluvial, surface water, groundwater) in areas away from initial development? | <ul style="list-style-type: none"> - Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence grounds - Number of SuDS schemes approved by ECC |
| 13. To improve air quality | <ul style="list-style-type: none"> - Will it improve, or not detrimentally affect air quality along the A12 or A120? | <ul style="list-style-type: none"> - Number of Air Quality Management Areas |

| SA Objective | SA Criteria | Potential Indicators |
|--|--|---|
| | <ul style="list-style-type: none"> - Does it direct growth away from AQMAs? - Does it seek to improve or avoid increasing traffic flows generally? | |
| 14. To conserve and enhance the quality of landscapes | <ul style="list-style-type: none"> - Will landscapes sensitive to development be protected? - Will it lead to rural expansion or development outside development boundaries/limits that increases coalescence with neighbouring settlements? - Is the scale / density of development in keeping with important and valued features of the local landscape? | <ul style="list-style-type: none"> - Percentage of new and converted dwellings on previously developed land - Number of proposals permitted within areas noted for their high landscape value - Number of proposals permitted contrary to a desire to restrict coalescence |
| 15. To safeguard and enhance the quality of soil and mineral deposits? | <ul style="list-style-type: none"> - Will it avoid the loss of high quality agricultural land? - Will it avoid the sterilisation of mineral deposits / is the site within a Minerals Safeguarding Area (MSA)? - Will it support or lead to the remediation of contaminated land, avoiding environmental pollution or exposure of occupiers or neighbouring land uses to unacceptable health risk? | <ul style="list-style-type: none"> - Percentage of new development on high quality agricultural land (ALC) - Number of developments proposed within MSAs - Contaminated land brought back into beneficial use, hectares |

4.4 The Appraisal of Policy Content

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

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

Table 6: Impact on Sustainability Objectives

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

The content to be included within the table responds to those 'significant effects' of the policy or element of the Strategic Section One for Local Plans subject to appraisal. Appraisals will also look at the following:

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

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

4.4.1 Description of 'Significant Effects'

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

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

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

4.4.2 Description of 'Temporal Effects'

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

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

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

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

4.4.3 Description of 'Secondary, Cumulative and Synergistic Effects'

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

4.4.4 Description of 'Alternatives Considered'

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

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

4.4.5 Description of 'Proposed Mitigation Measures / Recommendations'

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

4.5 Developing a Common Framework for Assessing Options: Garden Communities

Paragraph 179 of the NPPF sets out that Local Planning Authorities should work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly coordinated and clearly reflected in individual Local Plans. Joint working should enable local planning authorities to work together to meet development requirements which cannot wholly be met within their own areas – for instance, because of a lack of physical capacity or because to do so would cause significant harm to the principles and policies of the NPPF. As part of this process, they should consider producing joint planning policies on strategic matters and informal strategies such as joint infrastructure and investment plans.

In view of this, this SA covers the strategic area of Braintree, Colchester and Tendring Councils. As distinct areas in their own right, the SA has to reflect the individual characteristics of the three LPAs, being both broad enough to be relevant to the whole strategic area, yet also detailed enough to respond to the key characteristics, and sustainability issues of each LPA including smaller areas within each authority.

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

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

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

The appraisal of Garden Community options have been assessed on a largely qualitative basis in line with the strategic nature of each option and the level of information available for each option at the present time. With this in mind, this SA is intended to be a high level tool to assist the relevant authorities in the selection of Garden Communities across the wider area including the scale of communities in the chosen locations.

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

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

Table 7: Framework for Assessing Garden Community Options

| Objective | Corresponding Garden City Principle(s) and any additional considerations | Relevant Local Plan SA Objectives (from each authority) |
|--|---|---|
| 1. Physical Limitations – Absence of insurmountable problems (e.g. access, ground conditions, flood risk, hazardous risks, pollution, contamination and air quality) | <ul style="list-style-type: none"> - Absence of insurmountable problems (ground conditions, flood risk, hazardous risks, pollution, contamination and air quality) - Incorporation of SuDS. | (Adapted from NPPG, BDC SA Objectives 13 & 14) |

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

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

| Objective | Corresponding Garden City Principle(s) and any additional considerations | Relevant Local Plan SA Objectives (from each authority) |
|---|--|--|
| | build and gypsy and traveller pitches - Aspire to the very best domestic and commercial architecture with sensitivity to local vernacular design and materials. - New Garden Cities should include opportunities for people to build their own home (either alone or collectively), and set aside land for future community needs. | |
| 7. Employment Opportunities – Provision for a wide range of local jobs within easy commuting distance from homes | - New Garden Cities must provide a full range of employment opportunities, with the aim of no less than one job per new household being easily accessible - There should be a robust range of employment opportunities in the Garden City itself, with a variety of jobs within easy commuting distance of homes. | (GCP5, CBC SA Objective 3, TDC SA Objective 2). |
| 8. Mixed-use Opportunities – Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods. | - Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods | (GCP8). |
| 9. Environmental Quality & Sustainability – Incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SUDS and zero-carbon/energy-positive | - Create shared spaces for social interaction and space for both formal and informal artistic activities, as well as sport and leisure activities. - Strong emphasis should be placed on homes with gardens and on space for both | (Adapted GCP7, BDC SA Objective 11, CBC SA Objectives 9 & 10, TDC SA Objective 7). |

| Objective | Corresponding Garden City Principle(s) and any additional considerations | Relevant Local Plan SA Objectives (from each authority) |
|--|---|--|
| technology to ensure climate resilience. | <p>allotments and community gardens and orchards to provide for healthy local food.</p> <ul style="list-style-type: none"> - Garden Cities are places of cultural diversity and vibrancy with design contributing to sociable neighbourhoods. This means, for example, shaping design with the needs of children's play, teenage interests and the aspirations of elderly in mind. - Net gain to biodiversity is secured through master plans which link generous private and community gardens with wider public green and blue space and ultimately with strategic networks of green infrastructure and habitat creation. - Garden Cities must demonstrate the highest standards of technological innovation in zero carbon and energy positive technology to reduce the impact of climate emissions. - In building standards, a requirement for innovation beyond zero carbon and in the use of materials and construction techniques. | |
| 10. Developability / Deliverability - The growth area is available, commercially attractive, and capable of delivering necessary physical/social/green infrastructure and could be viably developed within | <ul style="list-style-type: none"> - Ensure that the development can self-fund infrastructure costs - Be commercially attractive with strong market conditions and value potential - Availability of land being put forward for development with active landowner/developer | (NPPF, NPPG, GCP1, GCP3, BDC SA Objective 12, CBC SA Objective 6, TDC SA Objective 5). |

| Objective | Corresponding Garden City Principle(s) and any additional considerations | Relevant Local Plan SA Objectives (from each authority) |
|---|--|---|
| <p>[6-10] years.</p> <p>Satisfactory mechanisms are in place to capture increase in land value to meet infrastructure costs and manage and maintain assets in the long term</p> | <p>interest</p> <ul style="list-style-type: none"> - Scope for delivery structures through active and positive public and private sector engagement | |

5. The Appraisal of the Section One Policies including Reasonable Alternatives

5.1 Introduction

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

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

The appraisal of Garden Community Options is contained within Appendix 1 of this report.

5.2 Vision for the Strategic Area

5.2.1 Context / Justification

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

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

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

The Vision for the Strategic Area is as follows:

Vision for the Strategic Area

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

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

At the heart of our strategic vision for North Essex are new garden communities, the delivery of which is based on Garden City Principles covered by Policy SP7. The garden communities will attract residents and businesses who value innovation, community cohesion and a high quality environment, and who will be provided with opportunities to take an active role in managing the garden community to ensure its continuing success.

Residents will live in high quality, innovatively designed, contemporary homes, accommodating a variety of needs and aspirations, located in well-designed neighbourhoods where they can meet their day-to-day needs. There will be a network of tree-lined streets and green spaces, incorporating and enhancing existing landscape features and also accommodating safe and attractive routes and space for sustainable drainage solutions; and leisure and recreation opportunities for both residents and visitors of the garden communities.

Suitable models for the long term stewardship of community assets will be established and funded to provide long term management and governance of assets. All Garden City

principles as specified in the North Essex Garden Communities Charter will be positively embraced including new approaches to delivery and partnership working and sharing of risk and reward for the benefit of the new communities.

5.2.2 Significant and Temporal Effects

Table 8: Impact on Sustainability Objectives: Vision for the Strategic Area

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

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

There will additionally be significant long term impacts on ensuring the necessary transport infrastructure to support new development (SO7) in line with the emergence of the Garden Communities in the latter stages of the three authorities' Local Plan periods. There will be an uncertainty in the short and medium term regarding these impacts, where it is unclear at this stage whether the transport and connectivity improvements associated with the A120 re-routing will be suitably aligned to the initial phases of the Garden Communities; this is not a criticism of the Vision however, which need not be explicit of such details at such an early stage of a long and detailed process.

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

5.2.3 Secondary Effects

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

5.2.4 Alternatives Considered

The Vision can be seen as a general summary of the content of the Strategic Section One for Local Plans. As such, the Vision as written was selected. The individual elements of the Vision are elaborated on in more detail within other policies of the document. Alternatives are explored in more detail within the assessment of these policies later within this SA, commensurate to their individual context.

5.2.5 Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.3 Strategic Objectives

5.3.1 Context / Justification

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

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

The Strategic Objectives for the Strategic Area are as follows:

Strategic Objectives

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

5.3.2 Significant and Temporal Effects

Table 9: Impact on Sustainability Objectives: Strategic Objectives

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

| Sustainability Objectives | Strategic Objective | | | | |
|---------------------------|--------------------------------|--------------------------------|---|---|--------------------------------|
| | Providing Sufficient New Homes | Fostering Economic Development | Providing New and Improved Transport & Communication Infrastructure | Addressing Education and Healthcare Needs | Ensuring High Quality Outcomes |
| 14. Landscape quality | N/A | N/A | N/A | N/A | N/A |
| 15. Soil and minerals | N/A | N/A | N/A | N/A | N/A |

A number of significant positive impacts have been assessed as forthcoming on Sustainability Objectives related to sustainable housing and employment provision (SO2 and SO5), health (SO3), sustainable travel (SO7), and transport infrastructure (SO8). These impacts can be expected to be experienced in the short to long term.

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

5.3.3 Secondary Effects

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

5.3.4 Alternatives Considered

Similar to the Vision, the Strategic Objectives can be seen as a general summary of the content of the Strategic Section One for Local Plans. The Strategic Objectives reflect those of the strategic area and the requirements of local plans as espoused within the NPPF; as a result of this, the objectives were selected and no other alternatives can be considered reasonable. The individual elements of the Strategic Objectives are elaborated on in more detail within other policies of the document. Alternatives are explored in more detail within the assessment of these policies later within this SA, commensurate to their individual context.

5.3.5 Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.4 Policy SP1 – Presumption in Favour of Sustainable Development

5.4.1 Context / Justification

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

The policy is as follows:

Policy SP1 – Presumption in Favour of Sustainable Development

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

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

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

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

5.4.2 Significant and Temporal Effects

Table 10: Impact on Sustainability Objectives: Policy SP1

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

There will be positive impacts resulting from the inclusion of the wider position of, and the Strategic Section One for Local Plan's relationship with, the NPPF. Impacts are assessed as generally minor within this SA relevant to the strategic context of the document. It should be noted that enhancements of sustainability benefits and impacts are likely to be possible only within a local context and in line with local distinctiveness resulting from each of the three authorities' Section Two Local Plan policies.

5.4.3 Secondary Effects

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

5.4.4 Alternatives Considered

Comments received during the Preferred Options consultation stage identified a possible approach that the policy insist upon an 'infrastructure first' qualification. The notion of 'infrastructure first' is established throughout the plan and included within the Section One at more relevant points. As such, no alternative approaches can be considered reasonable as the policy reiterates the thread of sustainable development as espoused in the NPPF. As such the Policy was selected. Any alternative that deviates from this approach would be contrary to NPPF and therefore an unsound approach.

5.4.5 Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.5 Policy SP2 – Spatial Strategy for North Essex

5.5.1 Context / Justification

Future growth will contribute to maintaining and enhancing a well-connected network of sustainable settlements across North Essex. New homes, jobs, retail and leisure facilities serviced by new and upgraded infrastructure will be accommodated as part of existing settlements according to their scale, sustainability and role, and by the creation of strategic scale new settlements. The countryside will be protected and enhanced. For the majority of settlements these issues are addressed in the second part of the Local Plan dealing with each authority's area. However, it is relevant here to set out the spatial strategy at an appropriate level, as it relates to the main settlements and strategic-scale new development.

- In Braintree District the growth will be mainly addressed via a mixture of urban extensions and new communities. Braintree town, as the largest service centre in the District, will have a number of new urban extensions. Over 4,000 new homes will be allocated in this area. The other main focus for development will be the A12 corridor with the main town of Witham and service villages of Hatfield Peverel, Kelvedon and Feering with allocations of over 2,000 new homes. Other parts of the District, including the town of Halstead, will have smaller allocations to reflect a more local need and make the best use of brownfield sites, recognising that these areas are not as sustainable. A new strategic scale garden community will be located to the west of Braintree, on the boundary with Uttlesford.
- In Colchester Borough, the urban area of Colchester will continue to be a focus for growth due to its pre-eminent role as a centre for jobs, services and transport, with 4,000 new homes expected to be delivered over the Local Plan period. The urban area of Colchester, however, has a limited and diminishing supply of available brownfield sites, so new communities are included in the spatial hierarchy as a sustainable option for further growth of homes and jobs, focussing on locations to the east and west of Colchester. Approximately 1,200 new homes will be allocated in the Rural District Centres of Tiptree, West Mersea and Wivenhoe. Smaller sustainable settlements will receive limited allocations proportionate to their role in the spatial hierarchy.
- In Tendring District the spatial hierarchy promotes growth in settlements that are the most accessible to the strategic road network, public transport and offer a range of services. Clacton and Harwich with Dovercourt are classified as strategic urban settlements and will accommodate around 5,000 new homes. A new cross-boundary garden community will be located in the west of the district and to the east of Colchester. The smaller urban settlements of: Frinton with Walton and Kirby Cross; Manningtree with Lawford and Mistley; and Brightlingsea; along with rural service centres including Alresford, Great Bentley and Weeley have all seen the granting of planning permissions for major housing developments since April 2013.

The above urban extensions and other housing allocations within the wider Local Plans of Colchester, Braintree and Tendring are set out within the Section Twos of the respective authorities' Plans, and their appraisal individually and cumulatively (including with allocated Garden Communities) is included within the accompanying Section Two SAs.

The assessment of Spatial Strategy options does not factor in the specific impacts of the assessed Garden Communities elsewhere in this report. The assessment of the Spatial Strategy can be seen as specifically

relevant to the notion of allocating three Garden Communities, with housing provision in each LPA area. For this purpose, the assessment of the Spatial Strategy can be inclusive of those alternative Garden Community options at Monks Wood and North Colchester. The assessment of permutations exploring different combinations of Garden Community options (including the cumulative assessment of those Garden Community locations shown on Map 3.3 of the Plan and the Proposals Map) is included elsewhere in this Report.

The policy is as follows:

Policy SP2 – Spatial Strategy for North Essex

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

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

Each local authority will identify a hierarchy of settlements where new development will be accommodated according to the role of the settlement, sustainability, its physical capacity and local needs.

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

Three new garden communities will be developed and delivered as part of the sustainable strategy for growth at the locations shown on Map 3.3 below and the Proposals Map. These new communities will provide strategic locations for at least 7,500 additional homes within the Plan period in North Essex. Employment development will also be progressed with the expectation that substantial additional housing and employment development will be delivered in each community beyond the current Local Plan periods. They will be planned and developed drawing on Garden City principles, with necessary infrastructure and facilities provided and a high quality of place-making and urban design.

5.5.2 Significant and Temporal Effects

Table 11: Impact on Sustainability Objectives: Policy SP2

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

The Spatial Strategy will have a large number of significant positive impacts on the Sustainability Objectives, most notably on those that correspond to housing delivery (SO2), the vitality and viability of centres (SO4), economic growth (SO5), sustainable transport (SO7) and accessibility (SO8). The short and medium term impacts of these are related to the notion that development will be accommodated within or adjoining settlements according to their scale and existing role within each individual district; these correspond to the NPPF requirements of each LPA in the formulation of a Local Plan and offer a local distinctiveness to the strategic area relevant to local needs and communities. Significant long term impacts correspond to the requirement for Garden Communities in the latter stages of the plan period to meet unmet or residual needs in a sustainable manner and in sustainable locations.

Further long term significant positive impacts associated with Garden Communities can be expected to be realised on health (SO3), through the integration and requirement of suitable facilities and open space and recreation requirements. There will be additional positive impacts on social objectives through the provision of primary, secondary and early years facilities as per Garden City Principles and Essex County Council infrastructure requirements. Minor positive impacts can be expected through Garden Community development regarding townscapes (SO9) in the long term through a combined alleviation of pressures on existing settlements at the expected scale and also in conjunction with design expectations and opportunities. The focus away from the expansion of existing settlements will also alleviate air quality pressures in settlements (SO13), although there will likely to be uncertain impacts on climate change associated with the level of growth and the feasibility of identifying renewable energy schemes at this stage. Further uncertain impacts can be expected to arise from the principle of Garden Communities regarding the natural environment (SO6), landscapes (SO14) through the development of green field land in the long term, however it should be acknowledged that at the specified scale, and commensurate with the density requirements of Garden City Principles, Garden Communities are capable of mitigating such concerns effectively and can even lead to opportunities regarding biodiversity gain. Regarding water quality (SO11), no impacts have been highlighted, due to the findings of the AA, which states that 'the safeguards which will be included within the Section 2 Local Plans... will ensure that a given development will not proceed until the necessary infrastructure upgrades have been provided as necessary in accordance with Anglian Water and Environment Agency advice.'

Areas of short to medium term uncertainty relate to the school capacity pressures (SO8) experienced within many of the strategic area's existing settlements, and a lack of available land in many instances to meet the thresholds required for school expansion or provision. In addition, focusing development to existing

settlements may also conflict with the conservation objectives of preservation and enhancement within historic cores and areas (SO9). A focus on existing settlements can also be expected to exacerbate air quality issues associated with town centres and urban junctions (SO13). Despite these impacts however, the NPPF requires the authorities' Local Plans to contain specific policy requirements to alleviate such impacts in the first instance and otherwise seek appropriate mitigation measures. It should also be noted that a range of positive impacts can be anticipated from focusing development in such centres, particularly those related to social and economic objectives and those that seek to protect the natural environment.

5.5.3 Secondary Effects

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

5.5.4 Alternatives Considered

The preferred Spatial Strategy across the strategic area has been devised in conjunction with those of the Local Plans of the three authorities of Colchester, Braintree and Tendring as a result of this has been selected. Although the scope of the Strategic Section One for Local Plans is strategic, elements of the Spatial Strategy above can be seen to be non-strategic as per the remit of the three authorities' Local Plans. It should be acknowledged however that additional Spatial Strategy options may be considered reasonable within the wider area and have been explored throughout the plan-making process. It should additionally be noted however that their benefits (see below) have not been considered as significant as the selected approach. This is related to the associated benefits that will be realised in the short-long term (and beyond the plan period) arising from non-strategic and strategic level growth within each of, and across, the three authority areas.

The alternative approaches relate to a focus on different component parts of the preferred spatial strategy and were initially explored and expanded as sole scenarios for delivering and distributing growth across the strategic area throughout the plan process. The following alternatives represent a list of reasonable options:

- Alternative 1 – A focus on allocating all of the explored Garden Community options proposed in the Strategic Area at smaller individual scales
- Alternative 2 – The allocation of one Garden Community only
- Alternative 3 – The allocation of two Garden Communities only
- Alternative 4 – A focus on existing settlements only across the Strategic Area, commensurate to proportionate growth (exploring whether needs can be met without the allocation of Garden Communities).
- Alternative 5 – A focus on stimulating infrastructure and investment opportunities across the Strategic Area

In addition to the above, a sixth alternative was submitted to the North Essex Authorities for consideration as a Garden Community option, however could be reasonably explored as a spatial strategy option due to its spatial distribution of growth. The Campaign Against Urban Sprawl in Essex group (CAUSE) have created a vision for growth. This alternative, referred to as 'CAUSE's Metro Plan', seeks to deliver infrastructure first (where it does not already exist), making use of a rail asset for the purpose of a frequent metro service. The

proposal looks at housing and related growth for Colchester and Tendring, based on the Colchester to Clacton line, and to some extent the Walton branch. The CAUSE submission indicates that the Colchester-Clacton rail corridor would accommodate a substantial amount of housing growth, estimated at 6,000 – 8,000 homes (the submission additionally states that 7,000 – 9,000 homes could be delivered if higher densities are felt to be acceptable at the heart of these settlements), depending on land constraints. This rail-based growth would be distributed between the station catchment area of Alresford, Great Bentley, Weeley, and Thorpe le Soken.

- Alternative 6 – CAUSE's Metro Plan

All alternatives have been re-appraised at this stage of the SA to explore whether the preferred Spatial Strategy is still appropriate and reflects the most sustainable option. For all of the alternatives, an assumption has been made in the appraisal that reflects the long term aspirations of the Garden Community options, and possible commencement in the latter stages of the plan period. In the short to medium term, those relevant elements of the Spatial Strategy (above) that apply have been extended into the appraisal of the alternatives. As such, short to medium term impacts are identified as the same as the preferred Spatial Strategy.

The re-appraisal is as follows:

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | | | | | | | | |
|---|--------------------------------|----|----|----|----|----|----|----|---|----|----|----|----|----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| Alternative 1 - A focus on allocating all Garden Community options | | | | | | | | | | | | | | | |
| Short | + | ++ | + | ++ | ++ | + | ++ | ? | ? | ? | ? | ? | ? | + | N/A |
| Medium | + | ++ | + | ++ | ++ | + | ++ | ? | ? | ? | ? | ? | ? | + | N/A |
| Long | + | ++ | ++ | ++ | ? | -- | ? | ++ | ? | + | ? | ? | + | -- | 0 |
| Alternative 2 - The allocation of one larger Garden Community only | | | | | | | | | | | | | | | |
| Short | + | ++ | + | ++ | ++ | + | ++ | ? | ? | ? | ? | ? | ? | + | N/A |
| Medium | + | ++ | + | ++ | ++ | + | ++ | ? | ? | ? | ? | ? | ? | + | N/A |
| Long | + | -- | ? | ? | ? | ? | - | + | + | + | ? | ? | + | + | 0 |
| Alternative 3 - The allocation of two Garden Communities only | | | | | | | | | | | | | | | |
| Short | + | ++ | + | ++ | ++ | + | ++ | ? | ? | ? | ? | ? | ? | + | N/A |
| Medium | + | ++ | + | ++ | ++ | + | ++ | ? | ? | ? | ? | ? | ? | + | N/A |
| Long | + | - | + | ? | ? | ? | ? | + | + | + | ? | ? | + | ? | 0 |
| Alternative 4 - A focus on existing settlements, commensurate to proportionate growth across the Strategic Area | | | | | | | | | | | | | | | |

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | | | | | | | | |
|--|--------------------------------|----|----|----|----|----|----|----|---|----|----|----|----|----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| (exploring whether needs can be met without the allocation of Garden Communities) | | | | | | | | | | | | | | | |
| Short | + | ++ | + | ++ | ++ | + | ++ | ? | ? | ? | ? | ? | ? | + | N/A |
| Medium | + | ++ | + | ++ | ++ | + | ++ | ? | ? | ? | ? | ? | ? | + | N/A |
| Long | ? | -- | - | - | - | ? | ? | -- | ? | 0 | 0 | ? | -- | - | 0 |
| Alternative 5 - A focus on stimulating infrastructure and investment opportunities across the Strategic Area | | | | | | | | | | | | | | | |
| Short | + | ++ | + | ++ | ++ | + | ++ | ? | ? | ? | ? | ? | ? | + | N/A |
| Medium | + | ++ | + | ++ | ++ | + | ++ | ? | ? | ? | ? | ? | ? | + | N/A |
| Long | + | ++ | ++ | ++ | ? | ? | ++ | ++ | ? | + | ? | ? | -- | -- | 0 |
| Alternative 6 – CAUSE’s Metro Plan: Colchester – Clacton Metro Option | | | | | | | | | | | | | | | |
| Short | + | ++ | + | ++ | ++ | + | ++ | ? | ? | ? | ? | ? | ? | + | N/A |
| Medium | + | ++ | + | ++ | ++ | + | ++ | ? | ? | ? | ? | ? | ? | + | N/A |
| Long | ? | -- | - | + | ? | -- | + | - | - | ? | ? | ? | + | - | 0 |

Alternative 1 - A focus on allocating all Garden Community options

A re-appraisal of the alternative in light of the additional number of Garden Community options has led to a number of negative impacts. Although this alternative could offer some benefits in terms of a wider scope of infrastructure provision in principle related to the provision of new schools and open space / recreational facilities, it would not respond to the need for a distribution of growth across existing settlements (i.e. the centres of largest population for each District/Borough). This is based on an assumption that unless the scope of each Garden Community option is significantly reduced, there could be no primary focus on proportionate growth at the existing settlements unless the North Essex Authorities area plans for growth significantly above that of OAN. A foremost focus on existing settlements is not only a principle of the Section One Spatial Strategy, but also that of the respective 'Section Two' Spatial Strategies of Braintree, Colchester and Tendring Councils. This also allows non-strategic growth to ensure housing delivery is forthcoming in the early stages of the plan period, particularly in the first five years. Although more a focus of the Section Two SAs, this report reiterates the notion that focusing proportionate growth to existing settlements in the first instance is the most sustainable strategy across each individual LPA area and the combined North Essex Authorities area. Should OAN targets remain the focus of growth in the plan period, then it can be considered that each Garden Community option would be required to come forward earlier than currently planned. This would either result in less sustainable outcomes associated with the likely absence of effective masterplanning due to the required timescales of commencement dates earlier in the plan period (particularly

affecting the Garden Communities' 'infrastructure first' approach), or lead to difficulties in providing a five year housing land supply due to deliverability concerns. More generally, this alternative would lead to likely overprovision in the Colchester area, and would create housing and employment inequalities across the strategic area. Impacts can be expected to be similar at the broad strategic level, however in line with the housing requirements of the Strategic Area, the short to medium term impacts could be expected to be uncertain on housing (SO2) and employment (SO4) related objectives in so far as the needs of existing communities would unlikely be met. For these reasons, and in relation to the existing sustainability of focusing development within the capacity of and adjacent to existing settlements at appropriate scales, the alternative has been rejected.

Alternative 2 - The allocation of one larger Garden Community only

Alternative 2 has been assessed as not meeting the North Essex Authorities' housing requirement in so far as no single proposal would be suitable or sustainable at the scale required. In addition, no single proposal has been submitted or identified throughout the plan-making process at the required scale. It can be seen that the geographic distribution and scales proposed for the allocated Garden Communities within the spatial strategy responds to ensuring benefits across all Councils in meeting their own long term needs in the plan period, as well as each being of a scale suitable that existing settlements remain resilient. Impacts have been predicted similarly for the preferred spatial strategy option in the short-medium term; however the notion of a single Garden Community that could meet the growth requirements of the three LPAs would likely have significant impacts on the natural and historic environment. It would also be unlikely that mitigation would be possible. This alternative has been rejected as it would not meet the North Essex Authorities' housing requirement and does not exist as a viable and available option. Although this alternative was considered a reasonable alternative within earlier stages of the plan-making process and explored primarily to determine its feasibility as part of the SA process, its inability to meet the strategic area's OAN requirements (or otherwise be at a scale that would likely result in significant negative impacts on landscape and inclusive access throughout the whole scheme) means that it can not now be considered a 'reasonable' alternative at this Publication Draft stage. For this reason the alternative has been rejected.

Alternative 3 - The allocation of two Garden Communities only

Alternative 3 has also been assessed as not meeting the North Essex Authorities' housing requirement in so far as no combination of two proposals is considered suitable, appropriate or broadly sustainable (in regard to their required scale and impact on the environment) at the scale required. It can be seen that the geographic distribution and scales proposed for the allocated Garden Communities within the spatial strategy responds to ensuring benefits across all Councils in meeting their own long term needs in the plan period, as well as each being of a scale suitable that existing settlements remain resilient. In contrast, this alternative can be said to have negative effects on social criteria as a result, with a lack of such distribution providing housing more widely across the strategic area. Impacts have been predicted similarly for the preferred spatial strategy option in the short-medium term, however the reliance on two Garden Communities would likely lead to them being required at a scale that would not be suitable in regard to natural or historic environmental conditions; it would be likely that impacts would be significant to the point that mitigation would be difficult. This alternative has been rejected as it would not meet the North Essex Authorities' housing requirement. Although this alternative was considered a reasonable alternative within earlier stages of the plan-making process and explored primarily to determine its feasibility as part of the SA process, its inability to meet the strategic area's OAN requirements means that it can not now be considered a 'reasonable' alternative at this Publication Draft stage. For this reason the alternative has been rejected.

Alternative 4 - A focus on existing settlements only, commensurate to proportionate growth across the Strategic Area (exploring whether needs can be met without the allocation of Garden Communities).

This alternative essentially represents a 'business as usual / do nothing scenario' and explores whether the North Essex Area can feasibly meet identified growth needs without the allocation of Garden Communities. Please note that an assessment of the principles of Garden Communities against more traditional approaches to meeting strategic growth requirements is explored later on in this SA. The need for Garden Communities was identified through the Issues and Options stage Local Plans of the respective authorities, who identified early in the plan making process that needs could not be met within the plan period in each administrative area alone, and solutions had to be found within the wider area. A re-assessment of the alternative at this Draft Publication stage has led to some revised conclusions surrounding the impacts of extending existing settlements in potential unsustainable areas in the latter stages of the plan period and beyond. Notionally, over a wide Strategic Area this alternative would represent a sustainable option, however the presence of a Section One, including Garden Communities, is validated by the need to meet housing and employment needs that can not be met in the latter stages of the plan period by a focus on proportionate growth across the North Essex Authorities area's settlements alone. It should be acknowledged that the principle of this alternative exists as a fundamental part of the Section One Spatial Strategy in order to deliver sustainable growth in the short to medium term stages of plan period. This is also in accordance with the Section Two Spatial Strategies of the respective Councils and the allocation of sites for non-strategic level growth in order to demonstrate a five year housing land supply. In order to represent a 'reasonable' alternative, this alternative would require the formulation of a joint or combined settlement hierarchy. Proportionately this would lead to significant focus on Colchester. The appraisal of this alternative has been undertaken on the basis that existing settlements would have to respond to allowing higher densities and the development of more marginal peripheral land. There would be a significant amount of increasing impacts associated with this theoretical trend, culminating in a large amount of uncertain and negative impacts in the long term, when Garden Communities have been identified as required to come forward to meet unmet housing and employment needs. The alternative would not correspond to the Local Plan requirements of the NPPF on a LPA basis, and could lead to the overexpansion of some settlements through the possible development of unsuitable extensions with no wider sustainability benefits. Strategically, it would also not offer a sustainable distribution across the wider area, or reflect that some settlements within the Strategic Area serve an important function in terms of services despite not having a significant population. This alternative was explored at an earlier stage of the plan-making process, with findings presented in the Preferred Options SA. Although this alternative was considered a reasonable alternative within earlier stages of the plan-making process and explored primarily to determine its feasibility as part of the SA process, its inability to meet the strategic area's OAN requirements means that it can not now be considered a 'reasonable' alternative at this Publication Draft stage.

Alternative 5 - A focus on stimulating infrastructure and investment opportunities across the Strategic Area

A re-appraisal of this alternative has led to a number of likely negative impacts, becoming more significant in the long term, associated with a possible unsustainable concentration of sites in certain areas where infrastructure improvements would be economically beneficial, and also the allocation of sites that are not done so with sustainability at the forefront of the selection process. The size threshold for Garden Communities is set at that which would require the delivery of a new secondary school in each instance, as determined in the ECC Developers' Guide to Infrastructure Contributions Update 2016. Despite this, to entirely

focus on the premise of distributing growth to those areas in order to deliver additional secondary school capacity in the wider area would not be a sustainable one, in so far as it would not take into consideration the benefits and indicative impacts associated with other tenets of sustainability, in particular those that are environmental in nature and seek to protect such assets. To extend the premise further to other infrastructure requirements across the strategic area would not allocate Garden Communities in response to their ability to meet Garden City principles. Infrastructure requirements in less marketable areas can be expected to warrant notions of housing and employment delivery unviable. Although infrastructure considerations partly represent the case for their preferred status, it should be acknowledged that the preferred Garden Community options represent sustainable and developable options in their own right as well as in consideration of their distribution as part of a wider Spatial Strategy. The alternative has been rejected in line with the selection and allocation of Garden Communities based on the balance of opportunities and constraints and sustainability, rather than solely economic purposes.

Alternative 6 – CAUSE’s Metro Plan: Colchester – Clacton Metro Option

This alternative has been deemed as having likely negative impacts due to the focus of growth in Tendring only, and not distributing growth throughout the North Essex Authorities area. It is unlikely that the geographic distribution will benefit from the economies of scale of a fewer amount of larger Garden Communities, this not only impacts on the ability of locations to stimulate infrastructure, such as schools, and also the ability to mitigate any negative environmental impacts. The Metro Plan, as a Spatial Strategy option, will have positive impacts associated with sustainable transport and air quality; however it should be acknowledged that accessibility is poor at each location regarding A-classified roads and additional public transport infrastructure choices. In consideration of the OAN Report, it could be considered that this distribution would not meet the existing needs of Colchester or Braintree District; in particular the requirements to ensure affordable housing and jobs in a range of sectors that could be expected from a wider distribution of growth, including the locations of the allocated Garden Communities. This is contrary to the NPPF, stating that local planning authorities should positively seek opportunities to meet the development needs of their area, to which the notion of the Section One covering the North Essex Authorities area is in response to. The alternative does not consider the lack of available land within the stated focal points for growth in Tendring. It also does not consider the suitability of land, especially in regard to alternative sites. This alternative was explored at an earlier stage of the plan-making process, with findings presented in the Preferred Options SA. Although this alternative was considered a reasonable alternative within earlier stages of the plan-making process and explored primarily to determine its feasibility as part of the SA process, its inability to meet the strategic area’s OAN requirements means that it can not now be considered a ‘reasonable’ spatial strategy alternative at this Publication Draft stage.

5.5.5 Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.6 Policy SP3 – Meeting Housing Needs

5.6.1 Context / Justification

Provision of sufficient housing is critical to meet the needs of a growing population and for the effective functioning of local economies. The North Essex authorities are committed to plan positively for new homes and to significantly boost the supply of housing to meet the needs of the area. To meet the requirements of national policy to establish the number and type of new homes, the authorities commissioned Peter Brett Associates to produce an Objectively Assessed Housing Need Study building on earlier work. This was first published in July 2015 and updated in January 2016. It meets the requirements of the NPPF to prepare a Strategic Housing Market Assessment (SHMA). Detailed analysis in the report suggests that a Housing Market Area comprising Braintree, Colchester, Chelmsford and Tendring Council areas forms a sound basis for assessing housing need.

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

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

The conclusion reached is that the objectively assessed need across the Housing Market Area is 3,090 new homes a year over the period 2013 – 2037. This is the number of new homes needed to provide sufficient labour to meet the number of forecast jobs. The total requirement across north Essex, excluding Chelmsford City Council's area, is 2,315 new homes per year. The North Essex Authorities all accept that in future Local Plan periods the Housing needs (OAN) for the whole of North Essex (the three Districts) will be calculated and the estimated supply from all the Garden Communities in North Essex will be deducted first from the overall housing need leaving a local residual District need to be assessed for each District

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

Evidence on the requirements of Gypsies and Travellers and Travelling Showpeople accommodation will be set out in more detail within the individual Local Plans. Garden Communities need to be mixed and balanced communities and will be expected to provide 30% affordable housing as set out in the Plan.

The policy is as follows:

Policy SP3 – Meeting Housing Needs

The local planning authorities will identify sufficient deliverable sites or broad locations for their respective plan period, against the requirement in the table below.

Each authority will maintain a sufficient supply of deliverable sites to provide for at least five years' worth of housing and will work proactively with applicants to bring forward sites that accord with the overall spatial strategy and relevant policies in the plan.

| Local Authority | Net additional dwellings per annum | Minimum net additional homes in the Plan period |
|-----------------|------------------------------------|---|
| Braintree | 716 | 14,320 |
| Colchester | 920 | 18,400 |
| Tendring | 550 | 11,000 |
| Total | 2,186 | 43,720 |

A Development Plan Document will be developed for each of the garden communities to set out the principles of their design, development and phasing as well as a mechanism to appropriately distribute housing completions to the three Councils and this will be agreed through a Memorandum of Understanding.

5.6.2 Significant and Temporal Effects

Table 12: Impact on Sustainability Objectives: Policy SP3

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

Please note that a lot of the Sustainability Objectives are more relevant to site specifics and impacts reflective of individual and cumulative site allocations within the Section One and the respective Councils' Section Two Local Plans. For more detailed information of such impacts, please see the assessments of the Garden Communities in this SA and the findings of the respective Section Two SAs.

Significant positive impacts have been highlighted in the short to long term associated with the housing need (SO2) targets set out in the Policy.

There will be 'no impact' on biodiversity (SO6) as a result of the findings of the Appropriate Assessment (AA)

(2017) of the Section One, regarding recreational pressures associated with the significant increase in growth stated within the Policy. The AA concludes that 'providing that the North Essex Authorities continue to collaborate and prepare the necessary Recreation Avoidance and Mitigation Strategies (RAMS) ... in close consultation with Natural England, and the RAMS are ready for implementation prior to adoption of the Section 1 and Section 2 Local Plans, the Strategic Section 1 Local Plans is not predicted to result in adverse effects on the integrity of the Stour and Orwell Estuaries SPA/Ramsar, Hamford Water SPA/Ramsar, Essex Estuaries SAC, Colne Estuary SPA/Ramsar, or Blackwater Estuary SPA/Ramsar, either alone or in combination with other plans and projects as a result of recreation.' In addition, the AA indicates that the strategic approach and scope of the Section One enables mitigation to be effectively incorporated.

Regarding water quality (SO11), the AA adds the following, 'the measures provided in the Section 2 Local Plans will (also) provide sufficient certainty that the overall strategic growth proposed in North Essex as part of the Section 1 for Local Plans will not result in significant adverse effects on the Stour and Orwell Estuaries SPA/Ramsar, Colne Estuary SPA/Ramsar, or Essex Estuaries SAC as a result of changes in water quality.' The Policy will therefore have no impact on this sustainability objective.

Uncertain impacts have been identified for landscapes (SO14) at this level of housing growth due to the requirements of a significant amount of development on Greenfield land. Such impacts have been identified as reflective of the level of growth stated across the North Essex Authorities area; however more detailed impacts are identified in the Section Two SAs of the respective Councils.

For context, the OAN Report states that projections are robust, 'with one exception: the figures for Tendring are heavily affected by Unattributable Population Change - an error in the Census which we are unable to explain. Depending on the view taken about the UPC, the official projections may overstate need in Tendring. If we use an alternative projection that adjusts for the UPC, the demographically projected need for Tendring falls from 705 to 479 dpa.'

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

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

5.6.3 Secondary Effects

There will be a long term secondary effect associated with the 'education and skills' elements of Sustainability Objective 5. This is due to the development of Garden Communities to meet residual unmet need beyond the identification of suitable sites within the context of the authorities' Local Plan requirements. This is associated with the principles of such settlements, in addition to the indirect effects of identifying growth requirements in conjunction with housing growth in order to provide sufficient labour to meet forecasted employment requirements.

5.6.4 Alternatives Considered

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

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

Nevertheless, at the strategic level alternatives exist that could initially be perceived as reasonable across the HMA and more specifically within the three authorities participating in exploring options within the Strategic Section One for Local Plans document. The Objectively Assessed Housing Need Study and SHMA update seek to establish a balance between jobs and homes across the area, although there is some uncertainty in relation to this arising from unattributed population change (UPC) within Tendring. A total of 550 dwellings a year is suggested as the indicative objectively assessed need for Tendring because at this level of provision affordable need can be met. This reasonable rounded figure, which should be kept under review, is considered an appropriate response to the uncertainty arising from the UPC.

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

- Alternative 1 – A lower uplift than the policy approach. This responds to 8% uplift over the HMA and represents an indicative split where Tendring still meets its SNPP provision and the uplift is reduced for the HMA partner authorities. This has been appraised as specific to the OAN alternative, and also of an 'indicative lower' level of growth.
- Alternative 2 – A higher uplift than the policy approach. This responds to 17% uplift over the HMA and represents an approach where Tendring provides only enough homes to meet its projection before any uplift is applied. This has been appraised as specific to the OAN alternative, and also of an 'indicative higher' level of growth.

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

Alternative 1 - A lower uplift than the policy approach

Alternative 1 has been appraised to represent an indicative lower uplift than the 15% used in the preferred policy approach. The implications of this scenario are that housing requirements are comparatively evenly spread across the three authorities, with approximately 700 dwellings per annum identified for Tendring. The OAN Report indicates that under this alternative scenario it is possible that Tendring would have a surplus of homes against those needed to support the HMA baseline job growth and commuting patterns would shift slightly. Although similar impacts could be expected for both this alternative and the preferred policy approach, it is important to consider that this is based on two key assumptions; that housing provision in Tendring meets the SNPP 2012 housing demand, and that any surplus of workers over jobs is available to work in the rest of the HMA. For this reason impacts are uncertain. Work towards agreeing a housing requirement undertaken by Tendring District Council for the purposes of their Local Plan calculates that capacity exists as indicated and espoused in the preferred policy, as evidenced by extant planning permissions, windfall allowances, submitted sites in the LPAs call-for-sites process as deemed suitable, achievable and available in their SHLAA and inconformity to their settlement hierarchy. For these reasons this alternative has been rejected. There will be no impacts on biodiversity and water quality in line with the findings of Section One's level of growth stated in the Appropriate Assessment (AA). Uncertain impacts have been highlighted for landscapes where impacts are largely unknown, however it should be added that a lower growth scenario can be expected to have comparatively less implications than those of the level of growth stated in the policy.

Alternative 2 - A higher uplift than the policy approach

Alternative 2 has been appraised to represent an indicative higher uplift than the 15% used in the preferred policy approach. In this alternative the scale of the uplift in new homes needed increases from 15% to 17% for the HMA. This is because the OAN 'starting position' for Tendring is now lower than the SNPP. This

responds to an additional 50 dwellings per annum in Tendring over the plan period, with no additional changes to the preferred policy approach's housing requirement figures for the other two authorities. Although this could be perceived as a small increase over the entire HMA, which is reflected in the above appraisal, it does not address the question regarding UPC and would have implications on available land in Tendring. Impacts would be similar largely due to the alternative not being distinctly different from the preferred policy approach at the strategic level over the HMA; however the implications at the micro level, in Tendring are likely to be more significant. As per Alternative 1, work towards agreeing a housing requirement undertaken by Tendring District Council for the purposes of their Local Plan calculates that capacity exists as indicated and espoused in the preferred policy, as evidenced by extant planning permissions, windfall allowances, submitted sites in the LPAs call-for-sites process as deemed suitable, achievable and available in their SHLAA and inconformity to their settlement hierarchy. For these reasons this alternative has been rejected. There will be uncertain impacts on Natura 2000 designations (biodiversity and water quality) due to higher growth; this is related to the initial findings of the HRA Screening for the Section One and the fact that the AA has not tested the implications of a higher growth scenario. There will be negative impacts on landscapes where higher growth can be expected to have comparatively stronger negative implications than those of the level of growth stated in the policy.

5.6.5 Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.7 Policy SP4 – Providing for Employment and Retail

5.7.1 Context / Justification

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

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

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

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

Tendring District has a diverse economy with local employment across a range of activities. Health, retail and education are the largest sectors in terms of the number of jobs and together represent 45% of the District's total employment. Harwich is home to Harwich International Port – one of the District's major employers. To the west of the District, the economy and labour market of Manningtree is influenced by its relative proximity

to Colchester and good transport links to London. The interior of the District is largely rural and is characterised by a high-quality environment, interspersed with small settlements.

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

As part of the SHMA work, an analysis of economic forecasts was undertaken together with demographic projections to establish the inter-relationship between population growth, forecasts of new jobs and the number of new homes needed to accommodate these levels of growth. Employment Land Needs Assessments have been carried out by each authority which set out the amount of employment land that is required within the Plan periods. The policy is as follows:

Policy SP4 – Providing for Employment and Retail

A strong, sustainable and diverse economy will be promoted across North Essex with the Councils pursuing a flexible approach to economic sectors showing growth potential across the Plan period.

Employment forecasts have been developed using two standard models (East of England Forecasting Model (EEFM) and Experian 2016) which forecast total job growth for each of the local authorities based on past trends. Each local authority has been advised on the most appropriate modelling figure to use in the context of reconciling job and housing demand. These figures are set out for the housing market as follows for the period 2013-2037:

| | Annual Jobs Forecast |
|---------------------|----------------------|
| Braintree (EEFM) | 490 |
| Colchester (EEFM) | 928 |
| Tendring (Experian) | 490 |

In terms of specific B use land provision, each local authority has undertaken work to establish what quantum of employment land would be required within the Plan period to meet the demand identified below for additional B use employment land. These B use employment areas are distributed between each local authority area and based on achieving a sustainable balance between jobs and the available labour force through population growth. As noted above, calculations of employment land required are affected by a range of issues that lead to different employment land portfolios for each local authority area, resulting in a proportionately greater quantum of new floorspace per job in Braintree and Tendring than in Colchester. This is a function of the prominence of higher density office requirements in Colchester and lower density logistics and industrial uses in Braintree and Tendring. The table below sets out the three authorities' employment land requirements for the period 2016 – 33 for two plausible scenarios, baseline and higher growth. These two bookends provide flexibility to allow for each authority's supply trajectory to reflect their differing requirements.

Hectares of B use employment land

| | required | |
|-------------|----------------------------|------------------------|
| | Baseline (2012 Based SNPP) | Higher Growth Scenario |
| Braintree | 23.0 | 43.3 |
| Colchester | 22.0 | 55.8 |
| Tendring | 20.0 | 40 |
| North Essex | 65ha | 139.1 |

5.7.2 Significant and Temporal Effects

Table 13: Impact on Sustainability Objectives: Policy SP4

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

It should be noted that the Preferred Options Section One Plan presented only the hectares of B use employment land required rather than also including an annual jobs forecast. This move towards presenting employment requirements in jobs is a clearer approach in demonstrating the links between housing and jobs in the North Essex area. There is also more focus on the importance of the retail sector, however it is not considered important that more information is provided in Section One, with the Council's respective Section Twos providing additional policy content. For this reason, 'no impacts' have been identified on the vitality and viability of town centres (SO4). It can be considered however that there will be positive implications on the town centre of Colchester as a result of the higher annual jobs forecast representing a higher degree of retail expansion and B1 uses in comparison to other centres in the strategic area.

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

The principle of these links to identifying future job growth to housing provision is a key tenet of sustainability and as such, there will be significant positive impacts associated with employment (SO5). Short to medium term impacts are more closely related to the strategic principles will underpin the approach to economic

growth across North Essex, with long term impacts associated with the development of Garden Communities that will provide a closely aligned mix of employment. There will also be long term positive impacts on the labour market through the development of the transport infrastructure elements of the Garden Communities.

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

5.7.3 Secondary Effects

There will be a long term secondary effect associated with the 'education and skills' element of Sustainability Objective 5. This is due to the development of Garden Communities. This is associated with the principles of such settlements, in addition to the indirect effects of identifying growth requirements in a range of employment sectors tailored to needs and shortages.

5.7.4 Alternatives Considered

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

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

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

- Alternative 1 – Forecasts based on EEFM findings only (an indicative higher amount of jobs).

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

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

Alternative 1: Forecasts based on EEFM findings only

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

The impacts of the alternative will be similar to the preferred policy methodology, with significant positive impacts on long term employment (SO5), in line with the 'mixed use' and sustainable transport infrastructure opportunities associated with Garden Communities. Impacts in the short to medium term are however less significant, due to the alternative primarily not initially factoring in commuting; this leads to forecasts showing a disparity between population growth and job growth. The OAN Report indicates that in Braintree and Colchester there would be a higher population than identified in the 2012 Sub National Population Projections (SNPP), suggesting that if population grows in line with the official projection it may not provide enough workers. This issue would rely on being resolved by changes in commuting. The OAN Report also adds that for Tendring the EEFM figure would be well below the SNPP, confirming that trend-based population growth would result in a labour surplus. For these reasons, the alternative has been rejected and the preferred policy approach selected.

5.7.5 Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.8 Policy SP5 – Infrastructure and Connectivity

5.8.1 Context / Justification

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

The policy is as follows:

Policy SP5 – Infrastructure and Connectivity

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

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

Transport

- New and improved infrastructure required to support economic growth, strategic and site-specific priorities outlined in the second part of each Local Plan
- Substantially improved connectivity by promoting more sustainable travel patterns, introducing urban transport packages to increase transport choice, providing better public transport infrastructure and services, and enhanced inter-urban transport corridors
- Increased rail capacity, reliability and punctuality; and reduced overall journey times by rail
- Support changes in travel behaviour by applying the modal hierarchy and increasing opportunities for sustainable modes of transport that can compete effectively with private vehicles
- Prioritise public transport, particularly in the urban areas, including new and innovative ways of providing public transport including;
 - high quality rapid public transport networks and connections, in and around urban areas with links to the new Garden Communities
 - maximising the use of the local rail network to serve existing communities and locations for large-scale growth
 - a bus network that is high quality, reliable, simple to use, integrated with other modes and offers flexibility to serve areas of new demand
 - promoting wider use of community transport schemes
- Improved road infrastructure and strategic highway connections to reduce congestion and provide more reliable journey times along the A12, A120, and A133 to improve access to markets and suppliers for business, widen employment opportunities and support growth

- Improved junctions on the A12 and other main roads to reduce congestion and address safety
- A dualled A120 between the A12 and Braintree
- A comprehensive network of segregated walking and cycling routes linking key centres of activity contributing to an attractive, safe, legible and prioritised walking/cycling environment
- Develop innovative strategies for the management of private car use and parking including support for electric car charging points.

Education

- Provide sufficient school places in the form of expanded or new primary and secondary schools together with early years and childcare facilities, with larger developments setting aside land and/or contributing to the cost of delivering land for new schools where required
- Facilitate and support provision of practical vocational training, apprenticeships, and further and higher education.

Health

- Ensure that essential healthcare infrastructure is provided as part of new developments of appropriate scale in the form of expanded or new healthcare facilities including primary and acute care; pharmacies; dental surgeries; opticians, supporting community services including hospices, treatment and counselling centres.
- Require new development to maximise its positive contribution in creating healthy communities and minimise its negative health impacts, both in avoidance and mitigation, as far as is practicable.

Broadband

Roll-out of superfast broadband across North Essex to secure the earliest availability for universal broadband coverage and fastest connection speeds for all existing and new developments (residential and non-residential), where all new properties allow for the provision for superfast broadband in order to allow connection to that network as and when it is made available.

5.8.2 Significant and Temporal Effects

Table 14: Impact on Sustainability Objectives: Policy SP5

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

There will be significant positive impacts associated with those Sustainability Objectives related to infrastructure delivery that would specifically be related to strategic level growth and stimulated by it across the Strategic Area; these being health (SO3) and sustainable transport (SO7). Additionally, significant positive impacts have been highlighted for those specific assurances in the Policy; those being economic growth (SO5) through new and improved infrastructure requirements to support economic growth and strategic and site-specific priorities, and accessibility and public transport infrastructure (SO8 and SO7) through various identified improvements required to the strategic road and rail network to accommodate the level of growth in the Strategic Area. These measures will also have significant positive impacts on the vitality and viability of town centres (SO4).

'No impacts' have been identified for sustainability objectives associated with the natural environment and biodiversity (SO6) and renewable energy (SO10). There are opportunities for combined strategic level growth to stimulate aspirational improvements regarding these themes for wider gains or benefits; however the policy does not seek to ensure this. It should be acknowledged however that such requirements are included within Policy SP6.

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

5.8.3 Secondary Effects

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

5.8.4 Alternatives Considered

The infrastructure requirements are specific to the content of the Strategic Section One for Local Plans and no other alternatives can be considered reasonable. As such, the Policy was selected. It can be considered that alternatives could only regard different permutations of alternatives explored within this SA, in particular

those related to Spatial Strategy and Garden Community options explored within this SA and considered in the plan-making process.

5.8.5 Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.9 Policy SP6 – Place Shaping Principles

5.9.1 Context / Justification

New development must reflect high standards of urban and architectural design. It must also be functional and viable. Major new developments will be planned carefully with the use of masterplans and design codes where appropriate. This requirement for high design standards will apply to public and private buildings across all scales of development as well as to infrastructure projects. Enhancements to the public realm, landscaping measures and attention to architectural detail will be important features that the authorities will wish to see included in new developments. Strategic scale and more local green infrastructure can make a vital contribution to quality of place, biodiversity and health outcomes.

The policy is as follows:

Policy SP6 – Place Shaping Principles

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

All new development should reflect the following principles:

- Respond positively to local character and context to preserve and enhance the quality of existing communities and their environs;
- Provide buildings that exhibit individual architectural quality within well-considered public and private realms;
- Protect and enhance assets of historical or natural value;
- Create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above use of the private car;
- Where possible, provide a mix of land uses, services and densities with well-defined public and private spaces to create sustainable well-designed neighbourhoods;
- Enhance the public realm through additional landscaping, street furniture and other distinctive features that help to create a sense of place;
- Provide streets and spaces that are overlooked and active and promote inclusive access;
- Include parking facilities that are well integrated as part of the overall design and are adaptable if levels of private car ownership fall;

- Provide an integrated network of multi-functional public open space and green and blue infrastructure that connects with existing green infrastructure where possible;
- Include measures to promote environmental sustainability including addressing energy and water efficiency, and provision of appropriate wastewater and flood mitigation measures; and
- Protect the amenity of existing and future residents and users with regard to noise, vibration, smell, loss of light and overlooking.

5.9.2 Significant and Temporal Effects

Table 15: Impact on Sustainability Objectives: Policy SP6

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

There will be significant positive impacts resulting from the Policy on aspirations regarding community safety (SO1), sustainable transport (SO7), accessibility (SO8), townscapes and the historic environment (SO9), and minimising flood risk (SO12). Minor positive impacts will be realised for health (SO3) through public open space requirements, the vitality of centres (SO4) and water quality (SO11).

There may however be a conflict between the principle that seeks biodiversity gain (SO6) through green and blue infrastructure that is also integrated with multi-functional public open space. The incorporation of these should be considered separate requirements, as biodiversity features are unlikely to flourish through human disturbance. The Policy responds to aspirations to address energy efficiency in strategic scale development opportunities (SO10), however does not seek any renewable solutions to energy generation. For these reasons, only minor positive impacts are highlighted.

It should be acknowledged that further positive impacts can be expected to arise from relevant individual LPA Section Two Local Plan policies, which can also respond to requirements for local distinctiveness as required.

5.9.3 Secondary Effects

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

5.9.4 Alternatives Considered

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

5.9.5 Proposed Mitigation Measures / Recommendations

Policy SP6 could be more explicit as to the requirements of new development in regards to renewable energy generation in strategic scale development opportunities.

There may be some level of conflict between the principle that seeks green and blue infrastructure to be integrated with multi-functional public open space requirements. The incorporation of these should be considered separate requirements, as biodiversity features are unlikely to flourish through human disturbance.

5.10 Policy SP7 – Development and Delivery of New Garden Communities in Essex

5.10.1 Context / Justification

A key element of the spatial strategy for North Essex is the development of three new large-scale garden communities. At least two of the three garden communities will be cross-boundary, and continued close joint working between the authorities involved will be required to secure their successful delivery. Each of the authorities is committed to ensuring that the new garden communities are as sustainable and high quality as possible and that the infrastructure needed to support them is delivered at the right time. These new communities will accommodate a substantial amount of the housing and employment growth planned for North Essex within the plan period and beyond in a sustainable way that meets the strategic objectives.

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

Whilst Uttlesford District Council is in a separate housing market area and are therefore not part of this Strategic Plan for North Essex, there will continue to be ongoing discussions regarding the extent of the garden community at West of Braintree. The Uttlesford Issues and Options Plan published in October 2015 included an area of search to the west of Braintree. Uttlesford District Council is proposing to undertake preferred options consultation on its Local Plan in the summer of 2017. It should also be noted that the Uttlesford Local Plan SA has adopted a compatible and aligned assessment framework in accordance with the methodology used in this SA.

It should be noted that the appraisal of Policy SP7 should not be taken as that of the Garden Communities themselves. The appraisal of the Garden Communities, alongside reasonable alternatives, is included later in this report. The appraisal of Policy SP7 explores whether the impacts and issues raised in the assessment of the Garden Communities are addressed in the policy in way of mitigation or avoidance as a requirement of any successful planning application, as well as including any general aspirations in line with the Sustainability Objectives.

The policy is as follows:

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

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

- **Tendring/Colchester Borders**, a new garden community will deliver 2,500 homes within the Plan period (as part of an overall total of between 7,000-9,000 homes to be delivered beyond 2033)
- **Colchester/Braintree Borders**, a new garden community will deliver 2,500 within the Plan period (as part of an overall total of between 15,000 – 24,000 homes to be delivered beyond 2033)
- **West of Braintree in Braintree DC**, a new garden community will deliver 2,500 homes within the Plan period (as part of an overall total of between 7,000- 10,000 homes to be delivered beyond 2033)

Each of these will be an holistically and comprehensively planned new community with a distinct identity that responds directly to its context and is of sufficient scale to incorporate a range of homes, employment, education & community facilities, green space and other uses to enable residents to meet the majority of their day-to-day needs, reducing the need for outward commuting. Delivery of each new community will be phased and underpinned by a comprehensive package of infrastructure.

The Councils will need to be confident, before any consent is granted, that the following requirements have been secured either in the form of appropriate public ownership, planning agreements and obligations and, if necessary a local infrastructure tariff.

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

- i. **Community and stakeholder empowerment in the design and delivery of each garden community from the outset and a long-term community engagement and activation strategy**
- ii. **The public sector working pro-actively and collaboratively with the private sector to design, and bring forward these garden communities, deploying new models of delivery, sharing risk and reward and ensuring that the cost of achieving the following is borne by landowners and those promoting the developments: (a) securing a high-quality of place-making, (b) ensuring the timely delivery of both on-site and off-site infrastructure required to address the impact of these new communities, and (c) providing and funding a mechanism for future stewardship, management, maintenance and renewal of community infrastructure and assets. Given the scale of and time period for development of these new garden communities, the appropriate model of delivery will secure a comprehensive**

approach to the delivery of each new community in order to achieve the outcomes outlined above, avoid a piecemeal approach to development, provide the funding and phasing of both development and infrastructure, and be sustainable and accountable in the long term.

- iii. Promotion and execution of the highest quality of planning, design and management of the built and public realm so that the Garden Communities are characterised as distinctive places that capitalise on local assets and establish environments that promote health, happiness and well-being. This will involve developing a cascade of design guidance including concept frameworks, detailed masterplans and design codes and other guidance in place to inform and guide development proposals and planning applications. Planning applications and any local development orders or other consenting mechanisms for the garden communities will be expected to be consistent with approved design guidance
- iv. Sequencing of development and infrastructure provision (both on-site and off-site) to ensure that the latter is provided ahead of or in tandem with the development it supports to address the impacts of the new garden communities, meet the needs of residents and establish sustainable travel patterns.
- v. Development that provides for a truly balanced and inclusive community and meets the housing needs of local people including a mix of dwelling sizes, tenures and types including provision for self- and custom-built homes and provision for the aging population; to meet the requirements of those most in need including 30% affordable housing in each garden community.
- vi. Provide and promote opportunities for employment within each new community and within sustainable commuting distance of it
- vii. Plan the new communities around a step change in integrated and sustainable transport systems for the North Essex area that put walking, cycling and rapid public transit networks and connections at the heart of growth in the area, encouraging and incentivising more sustainable active travel patterns
- viii. Structure the new communities to create sociable, vibrant and walkable neighbourhoods with equality of access for all to a range of community services and facilities including health, education, retail, culture, community meeting spaces, multi-functional open space, sports and leisure facilities
- ix. Develop specific garden community parking approaches and standards that help promote the use of sustainable transport and make efficient use of land.
- x. Create distinctive environments which relate to the surrounding environment and that celebrate natural and historic environments and systems, utilise a multi-functional green-grid to create significant networks of new green infrastructure including new country parks at each garden community, provide a high degree of connectivity to existing corridors and networks and enhance biodiversity
- xi. Secure a smart and sustainable approach that fosters climate resilience and a 21st century environment in the design and construction of each garden community to secure net gains in local biodiversity, highest standards of energy efficiency and

innovation in technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste and mineral management.

Ensure that the costs and benefits of developing a garden community are shared by all landowners, with appropriate measures being put in place to equalise the costs and land contributions

- xii. Consideration of potential on-site mineral resources through a Minerals Resource Assessment as required by the Minerals Planning Authority
- xiii. Establishment at an early stage in the development of the garden communities, of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green space, public realm areas and community and other relevant facilities; such arrangements to be funded by the developments and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.

These principles are elaborated upon in the North Essex Garden Community Charter.

A Development Plan Document will be developed for each of the garden communities to set out the principles of their design, development and phasing as well as a mechanism to appropriately distribute housing completions to the three Councils and this will be agreed through a Memorandum of Understanding.

5.10.2 Significant and Temporal Effects

Table 16: Impact on Sustainability Objectives: Policy SP7

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

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

Areas that do not have significant impacts include renewable energy generation (SO10) and surface water flooding (SO12) where reference is not directly explicit in the policy. In addition, minor impacts will be expected for sustainability objectives related to air quality (SO13), landscapes (SO14) and the historic environment (SO9), although it should be acknowledged that significantly positive impacts and enhancements may not be considered possible associated with new Greenfield development at the scales

proposed. There will also be no impacts on soil and mineral deposits through the general principles of the Garden Communities.

5.10.3 Secondary Effects

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

5.10.4 Alternatives Considered

The requirements are specific to the content of the Strategic Section One for Local Plans and no other alternatives can be considered reasonable. It can be considered that alternatives could only regard different permutations of alternatives explored, in particular those Spatial Strategies and Garden Communities explored within this SA and considered in the plan-making process. As such the preferred policy approach has been selected.

5.10.5 Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.11 Policy SP8 – Tendring / Colchester Borders Garden Community

5.11.1 Context / Justification

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

The SA of this Policy serves to explore whether the range of requirements are suitable to address those sustainability concerns raised in the appraisal of the Garden Community later in this report,

It should be noted that the appraisal of Policy SP8 should not be taken as that of the Garden Community itself. The appraisal of the Garden Communities, alongside reasonable alternatives, is included later in this report. The appraisal of Policy SP8 explores whether the impacts and issues raised in the assessment of the Garden Community are addressed in the policy in way of mitigation or avoidance as a requirement of any successful planning application, as well as including any general aspirations in line with the Sustainability Objectives and Garden City Principles.

The policy is as follows:

Policy SP8 – Tendring / Colchester Borders Garden Community

The adopted policies map identifies the broad location for the development of a new garden community of which the details and final number of homes will be set out in a Strategic Growth Development Plan Document to be prepared jointly between Colchester BC and Tendring DC and which will incorporate around 2,500 dwellings within the Plan period (as part of an overall total of between 7,000-9,000 homes) and provision for Gypsy and Travellers.

The Strategic Growth DPD will set out the nature, form and boundary of the new community. The document will be produced in consultation with stakeholders and will include a concept plan showing the disposition and quantity of future land-uses, and give a three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the provision of the necessary social, physical and environmental infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured. The DPD will provide the framework for the subsequent development of more detailed masterplans and other design and planning guidance for the Tendring / Colchester Borders Garden Community.

The DPD and any planning application will address the following principles and requirements in the design, development and delivery of the new garden community:

A. Place-making and design quality

1. The development of a new garden community to high standards of design and layout drawing on its context and the considerable assets within its boundaries such as woodland, streams and changes in topography, as well as the opportunities afforded by the proximity of the University of Essex campus to create a new garden community that is innovative, contemporary and technologically enabled, set within a strong green framework with new neighbourhood centres at its heart. It will be designed and developed to have its own identity and be as self-sustaining as possible recognising its location close to the edge of Colchester. It will secure appropriate integration with Colchester and the nearby University of Essex campus by the provision of suitable walking and cycling links and rapid public transport systems and connections to enable residents of the new community to have convenient access to town centre services and facilities in Colchester as well as Elmstead Market. Clear separation will be maintained between the new garden community and the nearby villages of Elmstead Market and Wivenhoe.
2. Detailed masterplans and design guidance will be put in place to inform and guide development proposals and planning applications. Planning applications for this garden community will be expected to be consistent with approved DPDs and subsequent masterplans and design and planning guidance.

B. Housing

3. A mix of housing types and tenures including self- and custom-build and starter homes will be provided on the site, including a minimum of 30% affordable housing. The affordable housing will be phased through the development;
4. New residential development will seek to achieve appropriate densities which reflect both context, place-making aspirations and opportunities for increased levels of development around neighbourhood centres and transport hubs.

C. Employment and jobs

5. Provision for a wide range of job, skills and training opportunities will be created in the garden community. This may include B1 and/or non B class employment generating uses towards the south of the site in proximity to the existing University of Essex and Knowledge Gateway and provision for B1, B2 and B8 businesses to the north of the site close to the A120;
6. High speed and reliable broadband will be provided and homes will include specific spaces to enable working from home.

D. Transportation

7. A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and maximise the opportunities for sustainable travel including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access and to access the adjoining areas; development of a public rapid transit system connecting the garden community to Essex University and Colchester town centre; park and ride facilities and other effective integrated measures to mitigate the transport impacts of the proposed development on the strategic and local road network. Longer term transport interventions will need to be carefully designed to minimise the impacts on the strategic and local road network and fully mitigate any environmental or traffic impacts arising from the development. These shall include bus (or other public transit provisions) priority measures between the site, University of Essex, Hythe station and Colchester Town Centre;
8. Foot and cycle ways shall be provided throughout the development and connecting with the surrounding urban areas and countryside, including seamlessly linking key development areas to the University of Essex, Hythe station and Colchester Town Centre;
9. Primary vehicular access to the site will be provided off the A120 and A133.
10. Other specific transport-related infrastructure requirements identified through the Strategic Growth Development Plan Document and masterplans for this garden community will be delivered in a phased manner.

E. Community Infrastructure

11. District and neighbourhood centres of an appropriate scale will be provided to serve the proposed development. The centres will be located where they will be

easily accessible by walking, cycling and public transit to the majority of residents in the garden community.

12. Community meeting places will be provided within the local centres.
13. Primary healthcare facilities will be provided to serve the new development
14. A secondary school, primary schools and early-years facilities will be provided to serve the new development;
15. A network of multi-functional green infrastructure will be provided within the garden community incorporating key elements of the existing green assets within the site. It will include community parks , allotments, a new country park, the provision of sports areas with associated facilities; and play facilities;
16. Indoor leisure and sports facilities will be provided with the new community, or contributions made to the improvement of off-site leisure facilities to serve the new development

F. Other Requirements

17. Provision of improvements to waste water treatment including an upgrade to the Colchester Waste Water Treatment Plant and off-site drainage improvements;
18. Provision, management and on-going maintenance of sustainable surface water drainage measures to manage and mitigate the risk of flooding on site and which will reduce the risk of flooding to areas downstream or upstream of the development;
19. Landscape buffers between the site and existing development in Colchester, Wivenhoe and Elmstead Market;
20. Protection and/or enhancement of heritage and biodiversity assets within and surrounding the site;
21. Provision of appropriate buffers along strategic road and rail infrastructure to protect new development
22. Provision of appropriate design and infrastructure that incorporates the highest standards of innovation in energy efficiency and technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste / recycling management facilities.
23. Measures to support the development of the new community including provision of community development support workers (or other provision) for a minimum of ten years from initial occupation of the first homes and appropriate community governance structures
24. Establishment at an early stage in the development of the garden community, of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green space, public realm areas and community and other relevant facilities; such arrangements to be funded by the development and include community representation to ensure residents have a stake in the

long term development, stewardship and management of their community.

5.11.2 Significant and Temporal Effects

Please note that the following appraisal explores the compatibility of the principles of the policy with the Garden City principles in terms of compatibility. In addition, the appraisal of this policy has been considered in light of the appraisal of the specific Garden Community at Tendring / Colchester later in this report. This is in order to determine whether the policy principles are appropriate in light of that initial appraisal and any sustainability issues identified. It should be noted however that some constraint-based criteria need not be the focus of the principles of the development in the absence of any identified issues and in addition general themes are ensured through the content of Policy SP7. In those instances, 'N/A' has been highlighted.

Table 17: Impact on Sustainability Objectives: Policy SP8

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

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

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

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

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

Although there will be a loss of agricultural land, positive impacts regarding landscapes have been highlighted in response to the policy ensuring that development is of a high standard of design and layout, drawing on its context and considerable assets in this regard. The development of a Garden Community in this location, and with the specific policy principles regarding landscape, can be seen to ensure that the best



possible development outcomes are achieved in this broad area.

5.11.3 Secondary Effects

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

5.11.4 Alternatives Considered

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

5.11.5 Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.

5.12 Policy SP9 – Colchester / Braintree Borders Garden Community

5.12.1 Context / Justification

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

It should be noted that the appraisal of Policy SP9 should not be taken as that of the Garden Community itself. The appraisal of the Garden Communities, alongside reasonable alternatives, is included later in this report. The appraisal of Policy SP9 explores whether the impacts and issues raised in the assessment of the Garden Community are addressed in the policy in way of mitigation or avoidance as a requirement of any successful planning application, as well as including any general aspirations in line with the Sustainability Objectives and Garden City Principles.

The policy is as follows:

Policy SP9 – Colchester / Braintree Borders Garden Community

The adopted policies map identifies a strategic area for development of a new garden community of which the details and final number of homes will be set out in a Strategic Growth Development Plan Document to be prepared jointly between Colchester BC and Braintree DC and which will incorporate provision of around 2,500 dwellings within the Plan period (as part of an overall total of between 15,000 to 24,000 homes) and provision for Gypsy and Travellers.

The Strategic Growth DPD will set out the nature, form and boundary of the new community. The document will be produced in consultation with stakeholders and will include a concept plan showing the disposition and quantity of future land-uses, and give a three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the provision of the necessary social, environmental and physical infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured. The DPD will provide the framework for the subsequent development of more detailed masterplans and other design and planning guidance for the Colchester/Braintree Borders Garden Community.

The DPD and any planning application will address the following principles and requirements in the design, development and delivery of the new garden community:

A. Place-making and design quality

1. The development of a new garden community to high standards of design and layout drawing on its context and the assets within its boundaries including streams, land drains and ditches, mature hedgerows and field boundaries, woodland, existing and re-established habitats, and historic buildings. A mixed

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

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

B. Housing

3. A mix of housing types and tenures including self- and custom-build and affordable housing will be provided on the site, including a minimum of 30% affordable housing. The affordable housing will be phased through the development;
4. New residential development will seek to achieve appropriate densities which reflect both context, place-making aspirations and opportunities for increased levels of development around neighbourhood centres and transport hubs.

C. Employment and jobs

5. Employment – additional wording pending further evidence base findings. Provision for a wide range of job, skills and training opportunities will be created in the garden community. This may include B1 and/or non B class employment generating uses around the rail station as part of mixed use urban development to provide for a wide range of local employment opportunities where appropriate;
6. High speed and reliable broadband will be provided and homes will include specific spaces to enable working from home

D. Transportation

7. A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and maximise the opportunities for sustainable travel including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access the adjoining area; development of a public rapid transit system connecting this new garden community to the wider Colchester context; development of opportunities to improve accessibility to Marks Tey rail station (or provide for its relocation to a more central location within the garden community); and effective measures to mitigate the transport impacts of the proposed development on the strategic and local road network. Longer term transport interventions will need to be carefully

designed to minimise the impacts on the strategic road network and fully mitigate any environmental or traffic impacts. Other specific transport-related infrastructure requirements identified through the subsequent Strategic Growth Development Plan Document and masterplans for this garden community will be delivered in a phased manner

8. Primary vehicular access to the site will be provided via the strategic road network.
9. Improvements to the local road infrastructure will be necessary to mitigate adverse traffic impacts and serve the new development. These shall include bus/rapid transit priority measures between the site, Colchester and Braintree town centres, employment areas and rail stations;
10. Foot and cycle ways shall be provided throughout the development and existing communities and surrounding countryside, including seamlessly linking key development areas to the wider network
11. Opportunities will be explored to establish how Marks Tey rail station can be made more accessible to residents of the new community including relocation of the station to a more central location and improvement of walking, cycling and public transport links to the station.

E. Community Infrastructure

12. District and local centres of an appropriate scale will be provided to serve the proposed development. The centres will be located where they will be easily accessible by walking, cycling and public transit to the majority of residents in the garden community including residents of the existing Marks Tey village.
13. Community meeting places will be provided within the district and local centres.
14. Primary healthcare facilities will be provided to serve the new development
15. At least one secondary school, primary schools and early-years facilities will be provided to serve the new development;
16. A network of multi-functional green infrastructure will be provided within the garden community incorporating key elements of the existing green assets within the site. It will include community parks, allotments, a new country park and the provision of sports areas with associated facilities and play facilities;
17. Indoor leisure and sports facilities will be provided with the new community, or contributions made to the improvement of off-site leisure facilities to serve the new development

F. Other Requirements

18. Provision of improvements to waste water treatment including an upgrade to the Colchester Waste Water Treatment Plant and off-site drainage improvements;
19. Provision, management and on-going maintenance of sustainable surface water drainage measures to manage and mitigate the risk of flooding on site and which

will reduce the risk of flooding to areas downstream or upstream of the development;

20. Landscape buffers between the site and Coggeshall, Feering, Stanway and Easthorpe;
21. Protection and/or enhancement of heritage and biodiversity assets within and surrounding the site including the SSSI at Marks Tey brick pit, Marks Tey Hall, Easthorpe Hall Farm, Easthorpe Hall and the habitats along and adjoining the Domsey Brook and Roman River corridors.
22. Provision of appropriate buffers along strategic road and rail infrastructure to protect new development
23. Provision of appropriate design and infrastructure that incorporates the highest standards of innovation in energy efficiency and technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste / recycling management facilities.
24. Measures to support the development of the new community including provision of community development support workers (or other provision) for a minimum of ten years from initial occupation of the first homes and appropriate community governance structures
25. Establishment at an early stage in the development of the garden community, of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green space, public realm areas and community and other relevant facilities; such arrangements to be funded by the development and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.

Please note that the following appraisal explores the compatibility of the principles of the policy with the Garden City principles in terms of compatibility. In addition, the appraisal of this policy has been considered in light of the appraisal of the specific Garden Community at Colchester / Braintree later in this report. This is in order to determine whether the policy principles are appropriate in light of that initial appraisal and any sustainability issues identified. It should be noted however that some constraint-based criteria need not be the focus of the principles of the development in the absence of any identified issues and in addition general themes are ensured through the content of Policy SP7. In those instances, 'N/A' has been highlighted.

5.12.2 Significant and Temporal Effects

Table 18: Impact on Sustainability Objectives: Policy SP9

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

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

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

There will be significant positive impacts associated with the majority of the Garden City principles, in consideration of the policy and the appraisal of the preferred Garden Community option at the Colchester / Braintree Borders. It should be noted that impacts are only relevant in the long term, associated with Garden Communities coming forward in the latter stages of the Plan period.

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

Although there will be a loss of agricultural land, positive impacts regarding landscapes have been highlighted in response to the policy ensuring that development is of a high standard of design and layout, drawing on its context and considerable assets in this regard. The development of a Garden Community in this location, and with the specific policy principles regarding landscape, can be seen to ensure that the best possible development outcomes are achieved in this broad area.

5.12.3 Secondary Effects

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

5.12.4 Alternatives Considered

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

5.12.5 Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.

5.13 Policy SP10 – West of Braintree Garden Community

5.13.1 Context / Justification

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

It should be noted that the appraisal of Policy SP10 should not be taken as that of the Garden Community itself. The appraisal of the Garden Communities, alongside reasonable alternatives, is included later in this report. The appraisal of Policy SP10 explores whether the impacts and issues raised in the assessment of the Garden Community are addressed in the policy in way of mitigation or avoidance as a requirement of any successful planning application, as well as including any general aspirations in line with the Sustainability Objectives and Garden City Principles.

The policy is as follows:

Policy SP10 – West of Braintree Garden Community

The adopted policies map, identifies a strategic area for development of a new garden community of which the details and final number of homes will be set out in a Strategic Growth Development Plan Document to be prepared jointly between Braintree DC and Uttlesford DC if applicable and which will incorporate provision of around 2,500 homes within the Plan period (as part of an overall total of between 7,000 – 10,000 homes) and provision for Gypsy and Travellers

Broadfield Farm lies within the garden community search area and is an allocated minerals extraction site within the Essex County Council adopted Minerals Local Plan. The mineral extraction, restoration and after care of the minerals site will need to be planned alongside the wider development of the garden community.

The Strategic Growth DPD will set out the nature and form of the new community. The DPD will be produced in consultation with stakeholders will include a concept plan showing the disposition and quantity of future land-uses, and give a three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning

applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the provision of the necessary social and physical infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured. The DPD will provide the framework for the subsequent development of more detailed masterplans and other design and planning guidance for the West of Braintree Garden Community.

The DPD and any planning application will address the following principles and requirements in the design, development and delivery of the new garden community:

A. Place-making and design quality

1. The development of a new garden community to high standards of design and layout drawing on its context and the assets within and close to its boundaries including Boxted Wood, Golden Grove, Rumley Wood, Pods Brook and the historic airfield. The gently sloping topography to the south of the site also affords opportunities for long distance views. These key assets will provide a context to build a new green-grid upon to provide an attractive setting for the new community and linking to the wider countryside. The new community will also address the relationship with existing communities close to its boundaries and maintain a separation between them including Great Saling, Stebbing Green and Rayne. The garden community will be designed and developed to have its own identity and be as self-sustaining as possible.
2. Detailed masterplans and design guidance will be put in place to inform and guide development proposals and planning applications. Planning applications for this garden community will be expected to be consistent with approved DPDs and subsequent masterplans and design and planning guidance.

B. Housing

3. A mix of housing types and tenures including self- and custom-build and starter homes will be provided on the site, including a minimum of 30% affordable housing. The affordable housing will be phased through the development;
4. New residential development will seek to achieve appropriate densities which reflect context, place-making aspirations and opportunities for increased levels of development around neighbourhood centres and transport hubs.

C. Employment and jobs

5. Employment – additional wording pending further evidence base findings. Provision for a wide range of job, skills and training opportunities will be created within the garden community. This may include space for B1, B2 and B8 businesses in the southern part of the community close to the A120 as well as on non-employment park locations throughout the Garden Community to provide for a wide range of local employment opportunities
6. High speed and reliable broadband will be provided and homes will include specific spaces to enable working from home

D. Transportation

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

E. Community Infrastructure

11. District and local centres of an appropriate scale will be provided to serve the proposed new community. The centres will be located where they will be easily accessible by walking, cycling and public transit to the majority of residents in the garden community.
12. Community meeting places will be provided within the district and local centres.
13. Primary healthcare facilities will be provided to serve the new development.
14. Secondary school, primary schools and early-years facilities will be provided to serve the new development;
15. A network of multi-functional green infrastructure will be provided within the garden community. It will include community parks, allotments, the provision of sports areas with associated facilities and play facilities;
16. Indoor leisure and sports facilities will be provided with the new community, or contributions made to the improvement of off-site leisure facilities to serve the new development.

F. Other Requirements

17. Provision of improvements to waste water treatment and off-site drainage improvements;

18. Provision, management and on-going maintenance of sustainable surface water drainage measures to manage and mitigate the risk of flooding on site and which will reduce the risk of flooding to areas downstream or upstream of the development;
19. Landscape buffers between the site and Great Saling, Stebbing, Stebbing Green and Rayne;
20. Protection and/or enhancement of heritage and biodiversity assets within and surrounding the site including Great Saling Hall conservation area and areas of deciduous woodland within and adjoining the site.
21. Provision of appropriate buffers along strategic road infrastructure to protect new development
22. Provision of appropriate design and infrastructure that incorporates the highest standards of energy efficiency and innovation in technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste / recycling management facilities.
23. Measures to support the development of the new community including provision of community development support workers (or other provision) for a minimum of ten years from initial occupation of the first homes and appropriate community governance structures
24. Establishment at an early stage in the development of the garden community, of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green space, public realm areas and community and other relevant facilities; such arrangements to be funded by the development and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.

5.13.2 Significant and Temporal Effects

Please note that the following appraisal explores the compatibility of the principles of the policy with the Garden City principles in terms of compatibility. In addition, the appraisal of this policy has been considered in light of the appraisal of the specific Garden Community at West of Braintree later in this report. This is in order to determine whether the policy principles are appropriate in light of that initial appraisal and any sustainability issues identified. It should be noted however that some constraint-based criteria need not be the focus of the principles of the development in the absence of any identified issues and in addition general themes are ensured through the content of Policy SP7. In those instances, 'N/A' has been highlighted.

Table 19: Impact on Sustainability Objectives: Policy SP10

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

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

| Objective | Corresponding Garden City Principle(s) and any additional considerations | Impact |
|-------------------------------------|---|--------|
| | - Garden Cities must demonstrate the highest standards of technological innovation in zero carbon and energy positive technology to reduce the impact of climate emissions. | ++ |
| | - In building standards, a requirement for innovation beyond zero carbon and in the use of materials and construction techniques. | ++ |
| 10. Developability / Deliverability | - Ensure that the development can self-fund infrastructure costs | ++ |
| | - Be commercially attractive with strong market conditions and value potential | ++ |
| | - Availability of land being put forward for development with active landowner/developer interest | ++ |
| | - Scope for delivery structures through active and positive public and private sector engagement | ++ |

There will be significant positive impacts associated with the majority of the Garden City principles, in consideration of the policy and the appraisal of the preferred Garden Community option at the West of Braintree. It should be noted that impacts are only relevant in the long term, associated with Garden Communities coming forward in the latter stages of the Plan period.

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

Although there will be a loss of agricultural land, positive impacts regarding landscapes have been highlighted in response to the policy ensuring that development is of a high standard of design and layout, drawing on its context and considerable assets in this regard. The development of a Garden Community in this location, and with the specific policy principles regarding landscape, can be seen to ensure that the best possible development outcomes are achieved in this broad area.

5.13.3 Secondary Effects

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

5.13.4 Alternatives Considered

The principles and requirements of this Policy are specific to the Garden Community, to which this policy relates, ensuring that aspirations surrounding sustainable development will be met from any successful



proposal. In so far as the Policy ensures sustainable development, it accords directly to the presumption in favour of sustainable development of Policy SP1 and more critically, the NPPF. As such, the Policy was selected and no other alternatives can be considered reasonable.

5.13.5 Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.

6. Cumulative and Synergistic Impacts of Section One Policies

6.1 Cumulative and Synergistic Impacts of Policies SP1-SP7

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

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

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

The Strategic Section One for Local Plans' policy content, including the Spatial Strategy of SP2, can be seen to have positive impacts on this objective where relevant. There will however be no cumulative impacts associated with this objective, where the objective is more closely concerned with on-site design features and development principles or guidelines.

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

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

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

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

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

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

6.1.4 Sustainability Objective 4: To ensure and improve the vitality & viability of centres

| Policy | Impact on SO4 |
|--|---------------|
| SP1: Presumption in Favour of Sustainable Development | + |
| SP2: Spatial Strategy for North Essex | ++ |
| SP3: Meeting Housing Needs | N/A |
| SP4: Providing for Employment and Retail | 0 |
| SP5: Infrastructure and Connectivity | ++ |
| SP6: Place Shaping Principles | + |
| SP7: Development and Delivery of New Garden Communities in Essex | ++ |
| Cumulative Impact | ++ |

There will be significant cumulative impacts on the town centres of Colchester and Braintree in line with the various policies. The Spatial Strategy will seek to locate development within such centres in the short-medium term, with long term benefits being experienced in the long term through better infrastructure and connectivity associated with the Garden Communities, particularly regarding public transport networks. There will also be significant positive impacts associated with the individual Section Twos of the Local Plans of Colchester and Braintree. The locations of the Garden Communities are unlikely to support the town centres of Clacton and Harwich within Tendring, other than for seasonal tourism, however it should be noted that a large amount of non-strategic (within the context of the Section One) development is allocated in such centres within the Tendring District Council Local Plan Section Two, particularly in the Clacton area.

6.1.5 Sustainability Objective 5: To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways

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

As per those iterated for Sustainability Objective 2, there can be expected to be a cumulative strengthening of requirements to ensure job creation through similarly ensuring that employment requirements can be met throughout Local Plan periods within North Essex, particularly in the latter stages and in accordance with each LPA's individual requirements. The preferred strategic Spatial Strategy also conforms to as broad a geographical dispersal as possible across North Essex in light of available land and promoted sites. The Strategic Section One for Local Plans will also ensure significant positive cumulative impacts on this objective in accumulation with the individual policies and allocations of each authority's Local Plan, including elements of non-strategic needs and content regarding the rural economy.

6.1.6 Sustainability Objective 6: To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity

| Policy | Impact on SO6 |
|--|---------------|
| SP1: Presumption in Favour of Sustainable Development | + |
| SP2: Spatial Strategy for North Essex | ? |
| SP3: Meeting Housing Needs | 0 |
| SP4: Providing for Employment and Retail | N/A |
| SP5: Infrastructure and Connectivity | 0 |
| SP6: Place Shaping Principles | + |
| SP7: Development and Delivery of New Garden Communities in Essex | ++ |
| Cumulative Impact | + |

The Strategic Section One can be seen to have positive connotations on this objective. Although the development of significant areas of Greenfield land could be expected to have negative implications, the policies of the Section One and the allocation of large strategic Garden Communities to meet growth needs can ensure effective enhancement to green infrastructure is forthcoming for net biodiversity gains. The Appropriate Assessment indicates that, providing that the North Essex Authorities continue to collaborate and prepare necessary Recreation Avoidance and Mitigation Strategies (RAMS), and in close consultation with Natural England, and the RAMS are ready for implementation prior to adoption of the Section 1 and Section 2 Local Plans, the Strategic Section 1 Local Plans is not predicted to result in adverse effects on the integrity of the Stour and Orwell Estuaries SPA/Ramsar, Hamford Water SPA/Ramsar, Essex Estuaries SAC, Colne Estuary SPA/Ramsar, or Blackwater Estuary SPA/Ramsar, either alone or in-combination with other plans and projects as a result of recreation. The AA adds that the strategic approach across the North Essex Authorities ensures that cumulative solutions to the possible recreational pressures on Natura 2000 sites can be mitigated successfully. It should be noted however that the findings of these RAMS will need to be adequately factored into any forthcoming masterplanning and Garden Community specific DPDs.

6.1.7 Sustainability Objective 7: To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion

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

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

6.1.8 Sustainability Objective 8: To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development

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

The policies of the Strategic Section One for Local Plans can be expected to have significantly positive cumulative impacts on accessibility and infrastructure provision. The infrastructure requirements of the Garden Communities, in adhering to sustainable Garden City Principles can be expected to offer wider benefits and gain, particularly regarding accessibility associated with both transport and services for neighbouring areas, and the geographical distribution of the preferred Garden Community options. These ensure that these benefits can be experienced across all three authorities with an inclusive coverage across North Essex.

6.1.9 Sustainability Objective 9: To conserve and enhance historic and cultural heritage and assets and townscape character

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

Although more relevant to the selection of specific Garden Communities, there could be a perceived negative cumulative impact on the historic environment associated with strategic development at the scale proposed, particularly associated with field boundaries and patterns. Despite this, the policies have taken on board those recommendations of the Preferred Options SA and ensure that protection will occur in all instances with enhancement a significant possibility. Forthcoming masterplanning and Garden Community specific DPDs have the potential to enhance site specific assets and their settings and deliver a high quality built environment. Although a degree of uncertainty surrounds the status and content of the masterplans and DPDs and whether their content is appropriate to individual assets and designations, the general distribution of growth across the strategic area and the Section One policy content seeks to address any perceived or possible impacts on the historic environment.

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

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

There will be cumulative positive impacts regarding energy efficiency through the possibilities presented by strategic growth that adheres to Garden City Principles however these will be associated with these new developments only. Garden Communities have the potential to incorporate renewable energy generation, although it is uncertain at this stage whether such schemes will be sought. It should be acknowledged that requirements may form part of masterplans and the Garden Community specific DPDs. The cumulative impact is highlighted as a minor positive at this stage, in view of the policy content, what can currently be considered a feasible requirement, and in reflection of the early stages of each Garden Community's development through the planning system.

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

| Policy | Impact on SO11 |
|--|----------------|
| SP1: Presumption in Favour of Sustainable Development | + |
| SP2: Spatial Strategy for North Essex | 0 |
| SP3: Meeting Housing Needs | 0 |
| SP4: Providing for Employment and Retail | N/A |
| SP5: Infrastructure and Connectivity | N/A |
| SP6: Place Shaping Principles | + |
| SP7: Development and Delivery of New Garden Communities in Essex | ++ |
| Cumulative Impact | ? |

Although the individual policies do not have negative impacts highlighted, these impacts respond more closely to water quality. It can reasonably be assumed that there could be likely cumulative negative implications regarding water scarcity and sewerage emanating from Section One relevant to the level of growth stated in Policy SP2, and the allocations for development in both Sections One and Two of the three authority's Local Plans. Despite this, the implications of this are best resolved on a site-by-site basis through early discussions with service providers on a plan-level and in certain areas as required. It should also be noted that all growth in the wider area can be expected to have such impacts; however in the specific context of Garden Communities, Policy SP7 seeks to ensure that such issues are not forthcoming from any successful planning application. Regarding water quality the AA states that, 'whilst there are currently issues regarding capacity of water recycling centres in both Colchester Borough and Tendring District, with subsequent risks to European sites associated with changes in water quality, the safeguards which will be included within the Section 2 Local Plans for each, will ensure that a given development will not proceed until the necessary infrastructure upgrades have been provided as necessary in accordance with Anglian Water and Environment Agency advice.' It adds that, 'the measures provided in the Section 2 Local Plans will also provide sufficient certainty that the overall strategic growth proposed in North Essex as part of the Section 1 for Local Plans will not result in significant adverse effects on the Stour and Orwell Estuaries SPA/Ramsar, Colne Estuary SPA/Ramsar, or Essex Estuaries SAC as a result of changes in water quality.' There are therefore no cumulative impacts associated with water quality emanating from Section One.

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

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

There are no significant identified flood risk concerns resulting from the policies and Garden Communities of the Strategic Section One for Local Plans. Flood risk issues are considered more relevant to site specific considerations regarding alleviation. Policy content ensures that flood risk concerns will be considered in any forthcoming planning applications and it should be noted that the scale of the Garden Communities enables the integration of sustainable drainage techniques.

6.1.13 Sustainability Objective 13: To improve air quality

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

There are no identified cumulative implications of the specific content of the policies and preferred Garden Community options contained in the Strategic Part for Local Plans. The preferred Garden Community options, as per the Spatial Strategy, correspond to the best possible dispersal across the HMA to alleviate air quality issues in Colchester and associated with the A12 and A120. There are likely to be some general negative connotations on air quality associated with the level of growth required in North Essex however the distribution of growth and the policies of Section One seek to address this adequately.

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

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

Although more relevant to the specific Garden Communities, there can be expected to be uncertain cumulative impacts on landscapes from the above policies. Potential negative impacts are associated with the scale of development required on Greenfield land, however policy exists to ensure that development is sensitive to its surroundings in each instance and within the context of wider landscape character areas. It should be noted that this is a general issue relevant to any new development. It should also be noted that beyond the principles contained in Policies SP8-SP10 masterplanning and the Garden Community specific DPDs have further potential to mitigate and minimise site specific issues and delivery a high quality built environment.

6.1.15 Sustainability Objective 15: To safeguard and enhance the quality of soil and mineral deposits

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

There will be no cumulative impacts on safeguarding mineral deposits and the quality of soil associated with the policy content of the Strategic Section One for Local Plans.

6.2 Cumulative and Synergistic Impacts of Policies SP8-SP10

This section explores the cumulative and synergistic impacts of the Strategic Section One for Local Plan's policies SP8-SP10. There have been explored separately from Policies SP1-SP7 in so far as they have been assessed using a different framework and are focused more on how the relevant policies respond to specific principles and site considerations rather than general strategic themes. For the impacts of the specific Garden Communities, please refer to the relevant appraisals later in this report.

Table 20: Cumulative and Synergistic Impacts of Policies SP8-SP10

| Objective | Corresponding Garden City Principle(s) and any additional considerations | SP8 | SP9 | SP10 | Cumulative Impact |
|--------------------------|---|-----|-----|------|-----------------------------|
| 1. Physical Limitations | - Absence of insurmountable problems (ground conditions, flood risk, hazardous risks, pollution, contamination and air quality) | N/A | N/A | N/A | N/A |
| | - Incorporation of SuDS. | ++ | ++ | ++ | No impact |
| 2. Impacts | - Reflect a fusion of the best of the past while embracing new materials and the needs of modern living | N/A | N/A | N/A | N/A |
| | - Acceptable impacts only on sites of nature conservation interest. | ++ | ++ | ++ | No impact |
| | - A surrounding belt of countryside to prevent sprawl, well connected and biodiversity rich public parks, and a mix of public and private networks of well-managed, high-quality gardens, tree-lined streets and open spaces. | ++ | ++ | ++ | No impact |
| | - Acceptable impacts only on high quality agricultural land, important landscape features. | + | + | + | No impact |
| 3. Environment / Amenity | - Acceptable relationship only with and impact on occupiers of existing properties and neighbouring areas / towns (maintaining adequate separation) | ++ | ++ | ++ | N/A |
| 4. Transport | - New Garden Cities should be located only where there are existing rapid public transport links to major cities, or where real plans are already in place for its provision. | ++ | ++ | ++ | Significant positive impact |

| Objective | Corresponding Garden City Principle(s) and any additional considerations | SP8 | SP9 | SP10 | Cumulative Impact |
|---------------|---|-----|-----|------|-----------------------------|
| | - Walking, cycling and public transport should be the most attractive and prioritised forms of transport in the garden city. | ++ | ++ | ++ | Positive impact |
| | - Ensure a comprehensive and safe network of footpaths and cycleways throughout the development, and public transport nodes within a short walking distance of all homes. | ++ | ++ | ++ | Positive impact |
| | - Where car travel is necessary, consideration should be made of shared transport approaches such as car clubs. | N/A | N/A | N/A | N/A |
| 5. Resilience | - Positive contribution towards town centres. | ++ | ++ | ++ | Significant positive impact |
| | - Positive contribution towards identified regeneration priority areas and institutions | ++ | + | + | Positive impact |
| 6. Housing | - Garden Cities (should be) part of a wider strategic approach to meeting the nation's housing needs. | ++ | ++ | ++ | Significant positive impact |
| | - An appropriate number homes in a new Garden City must be 'affordable' for ordinary people. | ++ | ++ | ++ | Significant positive impact |
| | - Provide mixed-tenure homes and housing types that are genuinely affordable for everyone | ++ | ++ | ++ | Significant positive impact |
| | - An appropriate percentage of the homes that are classified as 'affordable' must be for social rent. | ? | ? | ? | Uncertain impact |
| | - Consider life-time homes and the needs of particular social groups, such as the elderly. | + | + | + | Significant positive impact |
| | - A range of housing types including self-build / custom build and gypsy and traveller pitches | ++ | ++ | ++ | Significant positive impact |
| | - Aspire to the very best domestic and commercial architecture with sensitivity to local vernacular design | N/A | N/A | N/A | N/A |

| Objective | Corresponding Garden City Principle(s) and any additional considerations | SP8 | SP9 | SP10 | Cumulative Impact |
|--|---|-----|-----|------|-----------------------------|
| | and materials. | | | | |
| | - New Garden Cities should include opportunities for people to build their own home (either alone or collectively), and set aside land for future community needs. | ++ | ++ | ++ | Positive impact |
| 7. Employment Opportunities | - New Garden Cities must provide a full range of employment opportunities, with the aim of no less than one job per new household. | ++ | ++ | ++ | Significant positive impact |
| | - There should be a robust range of employment opportunities in the Garden City itself, with a variety of jobs within easy commuting distance of homes. | ++ | ++ | ++ | Significant positive impact |
| 8. Mixed-use Opportunities | - Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods | ++ | ++ | ++ | No impact |
| 9. Environmental Quality & Sustainability | - Create shared spaces for social interaction and space for both formal and informal artistic activities, as well as sport and leisure activities. | ++ | ++ | ++ | No impact |
| | - Strong emphasis should be placed on homes with gardens and on space for both allotments and community gardens and orchards to provide for healthy local food. | ++ | ++ | ++ | No impact |
| | - Garden Cities are places of cultural diversity and vibrancy with design contributing to sociable neighbourhoods. This means, for example, shaping design with the needs of children's play, teenage interests and the aspirations of elderly in mind. | ++ | ++ | ++ | No impact |
| | - Net gain to biodiversity is secured through master plans which link generous private and community gardens with wider public green and blue space and ultimately with strategic networks of green infrastructure and habitat creation. | ++ | ++ | ++ | Positive impacts |

| Objective | Corresponding Garden City Principle(s) and any additional considerations | SP8 | SP9 | SP10 | Cumulative Impact |
|---|---|-----|-----|------|-------------------|
| | - Garden Cities must demonstrate the highest standards of technological innovation in zero carbon and energy positive technology to reduce the impact of climate emissions. | ++ | ++ | ++ | Positive impacts |
| | - In building standards, a requirement for innovation beyond zero carbon and in the use of materials and construction techniques. | ++ | ++ | ++ | No impact |
| 10. Developability / Deliverability | - Ensure that the development can self-fund infrastructure costs | ++ | ++ | ++ | No impact |
| | - Be commercially attractive with strong market conditions and value potential | ++ | ++ | ++ | No impact |
| | - Availability of land being put forward for development with active landowner/developer interest | ++ | ++ | ++ | No impact |
| | - Scope for delivery structures through active and positive public and private sector engagement | ++ | ++ | ++ | No impact |

The benefits associated with the policy requirements of SP8-SP10 extend to wider areas beyond the Garden Communities themselves. For that reason, significant positive impacts are likely for those Garden City principles that combine to offer wider benefits and impacts beyond those identified for each Garden Community policy individually.

Largely significantly positive impacts regard the specific policy principles that combine to offer social and economic benefits, such as housing, employment and improving public transport networks in North Essex. There will also be positive impacts associated with improving the resilience of the town centres of Colchester and Braintree. There will also be some minor positive impacts on improving green and blue infrastructure in the strategic area.

An uncertain cumulative impact is highlighted for the principle that there are an appropriate percentage of homes classified as 'affordable' that are for social rent, where the policies do not explicitly state that this is a requirement. This is not to say that such provision would not be forthcoming however.

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

7. Conclusions and Recommendations

7.1 Key Points from the Assessment of Policies SP1-SP10

7.1.1 Key Points from the Assessment of Policies SP1-SP7

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

Table 21: Summary of Long Term Impacts of Policies SP1-SP7

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

The following key points can be made regarding the appraisal of the plan's non-site related policies:

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

ensuring the necessary transport infrastructure to support new development in line with the benefits expected of the Garden Communities as they emerge in the latter stages of the three authorities' Local Plan periods.

- Employment forecasts have an underlying principle: that planning for housing, economic land uses and community facilities / services should be integrated, so that the demand for labour is fulfilled and there are no unsustainable levels of out-commuting. The principle of these links to identifying future job growth to housing provision is a key tenet of sustainability and as such, there will be further significant positive impacts associated with employment and housing arising from the Section One Plan.
- The Spatial Strategy will ensure a large number of significant positive impacts, most notably regarding housing delivery, economic growth, public transport improvements and accessibility. The short and medium term impacts of these are related to the notion that development will be accommodated within or adjoining settlements according to their scale and existing role both within each individual district; these correspond to the NPPF requirements of each LPA in the formulation of a Local Plan and offers a local distinctiveness to the strategic area relevant to local needs and communities. Long term impacts will become more significant in line with the emergence of the Garden Communities.
- Further long term significant positive impacts associated with Garden Communities can be expected to be realised on health, through the integration and requirement of suitable facilities and open space and recreation requirements; sustainable travel through the requirements of sustainable transportation means to be provided, and education and skills through the provision of primary, secondary and early years facilities as per Garden City Principles and Essex County Council infrastructure requirements.
- Minor positive impacts can be expected through Garden Community developments associated with townscapes through a combined alleviation of pressures on existing settlements at the expected scale and also in conjunction with design expectations and opportunities. This focus away from the expansion of existing settlements will also help to alleviate air quality pressures in settlements.
- Uncertain impacts can be expected to arise from the principle of Garden Communities regarding landscapes through the development of green field land, however it should be acknowledged that at the specified scale, and commensurate with the density requirements of Garden City Principles, Garden Communities are capable of mitigating such concerns effectively and creating high quality new environments.
- Further uncertainty surrounds those impacts of integrating renewable energy technologies explicitly in policy.
- Regarding water quality, the AA states that, 'whilst there are currently issues regarding capacity of water recycling centres in both Colchester Borough and Tendring District, with subsequent risks to European sites associated with changes in water quality, the safeguards which will be included within the Section 2 Local Plans for each, will ensure that a given development will not proceed until the necessary infrastructure upgrades have been provided as necessary in accordance with Anglian Water and Environment Agency advice. Therefore, in conclusion, the measures provided in the Section 2 Local Plans will also provide sufficient certainty that the

overall strategic growth proposed in North Essex as part of the Section 1 for Local Plans will not result in significant adverse effects on the Stour and Orwell Estuaries SPA/Ramsar, Colne Estuary SPA/Ramsar, or Essex Estuaries SAC as a result of changes in water quality.’ There are therefore no significant impacts on water quality resulting from Section One and the level of growth.

- There will be ‘no impact’ on Natura 2000 sites as a result of the findings of the Appropriate Assessment (AA) (2017) of the Section One, regarding recreational pressures associated with the significant increase in growth stated within the Policy. The AA concludes that ‘providing that the North Essex Authorities continue to collaborate and prepare the necessary Recreation Avoidance and Mitigation Strategies (RAMS) ... in close consultation with Natural England, and the RAMS are ready for implementation prior to adoption of the Section 1 and Section 2 Local Plans, the Strategic Section 1 Local Plans is not predicted to result in adverse effects on the integrity of the Stour and Orwell Estuaries SPA/Ramsar, Hamford Water SPA/Ramsar, Essex Estuaries SAC, Colne Estuary SPA/Ramsar, or Blackwater Estuary SPA/Ramsar, either alone or in-combination with other plans and projects as a result of recreation.’ In addition, the AA indicates that the strategic approach and scope of the Section One enables mitigation to be effectively incorporated.
- The Section One policies can be seen to ensure biodiversity benefits in regard to the integration of green and blue infrastructure throughout the strategic area.

7.1.2 Key Points from the Assessment of Policies SP8-SP10

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

- There will be significant positive impacts associated with the majority of the Garden City principles, in consideration of the policy and the appraisal of the preferred Garden Community option at the Tendring / Colchester Borders. It should be noted that impacts are only relevant in the long term, associated with Garden Communities coming forward in the latter stages of the Plan period. This includes the impact on the regeneration areas within Colchester town centre and to the east of the town, due largely to the Policy content; in particular those related to sustainable transport, in conjunction with the general location of the option.
- There will be largely significantly positive impacts regarding the specific policy principles that combine to offer social and economic benefits, such as housing, employment and improving public transport networks in North Essex. There will also be positive impacts associated with improving the resilience of the town centres of Colchester and Braintree and also green and blue infrastructure in the wider Strategic Area.
- An example where the policies will not ensure significant positive impacts against the Garden City Principles however relates to the aspiration that an appropriate percentage of homes that are classified as ‘affordable’ be specifically for social rent. It is recommended that such a requirement is included within the policies. In addition, the policies are not explicit in a need to consider life-time homes, however do imply provision, including requirements for a mix of housing types and tenures.
- There can be expected to be minor negative impacts on agricultural land and landscapes due to the loss of agricultural land associated with Greenfield development. Regarding landscape

however, the policies will ensure that development is of a high standard of design and layout drawing on their context and abilities in this regard. The development of Garden Communities in the locations specified, and with the specific policy principles regarding landscape, can be seen to ensure that the best possible development outcomes are achieved in their broad areas.

7.2 The Sustainability of Section One as a Whole

The overall impacts of Section One can be seen in the following table. The table effectively represents the cumulative impacts of Section One's policies SP1-SP10. Commentary is given for each sustainability objective.

Table 22: Overall Impacts of Section One

| SA Objective | Overall Impact |
|---|------------------|
| 1. Create safe environments which improve quality of life, community cohesion | Positive impacts |

The Strategic Section One for Local Plans can be seen to have positive impacts on this objective where relevant, predominantly through general place shaping principles and the policy criteria relevant specific to the Garden Communities. Although impacts are minor at this stage, impacts can be seen to be strengthened through the Local Plan Section Twos of the three authorities, with the inclusion of design orientated development management policies that will also apply.

| SA Objective | Overall Impact |
|--|------------------------------|
| 2. To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford | Significant positive impacts |

There will be significant positive effects in ensuring good quality and inclusive homes. Section One also ensures that objectively assessed housing needs are met throughout Local Plan periods within North Essex, particularly in accordance with each LPA's individual requirements. The Spatial Strategy directs growth to existing sustainable settlements in the first instance, and the Garden Communities ensure that growth needs are met not only in the latter stages of the plan periods, but also make a significant contribution to meeting future needs beyond plan periods. The Strategic Section One for Local Plans, in exploring options and solutions for meeting unmet elements of objectively assessed need over the strategic area will also ensure significant positive cumulative impacts on this objective in accumulation with the individual Spatial Strategies of each authority's Local Plan, including elements of non-strategic needs, and as per the LPA level requirements of the OAN Report. Regarding Policies SP8-10, largely significantly positive impacts regard the specific policy principles that combine to offer social and economic benefits, such as housing, employment and improving public transport networks in North Essex.

| SA Objective | Overall Impact |
|--|------------------------------|
| 3. Improve health/reduce health inequalities | Significant positive impacts |

There will be significantly positive health impacts associated with the cumulative effects of the Strategic Section One for Local Plans' policies and commitment to delivering Garden Communities as well as the Garden Community policies (SP8-10) themselves. This is largely due to a combination of health related infrastructure provision and also adherence to Garden City Principles regarding walking and cycling infrastructure and the provision of open space and recreational facilities. There will also be positive impacts in this regard associated with the content of each authority's Local Plan policies and designation of non-strategic open space and recreation.

| SA Objective | Overall Impact |
|--|------------------------------|
| 4. To ensure and improve the vitality & viability of centres | Significant positive impacts |

There will be significant cumulative impacts on the town centres of Colchester and Braintree in line with the various policies within Section One. The Spatial Strategy will seek to locate development within such centres in the short-medium term, with long term benefits being experienced in the long term through better infrastructure and connectivity associated with the Garden Communities, particularly regarding public transport networks. There will also be significant positive impacts associated with the individual Section Twos of the Local Plans of Colchester and Braintree. The locations of the Garden Communities are likely to support the town centres of Colchester and Braintree, the two largest centres within the strategic area. Section One is unlikely to support the town centres of Clacton and Harwich within Tendring District, and Witham within Braintree District, however it should be noted that a large amount of non-strategic (within the context of the Section One) development is allocated in such centres within the Tendring District Council and Braintree District Council Local Plan Section Twos.

| SA Objective | Overall Impact |
|---|------------------------------|
| 5. To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways | Significant positive impacts |

There can be expected to be significant positive impacts regarding the requirements to ensure job creation through ensuring that employment requirements can be met throughout Local Plan periods within North Essex, particularly in the latter stages and in accordance with each LPA's individual requirements. The preferred strategic Spatial Strategy also conforms to as broad a geographical dispersal as possible across North Essex in light of available land and promoted sites. The Strategic Section One for Local Plans will also ensure significant positive cumulative impacts on this objective in accumulation with the individual policies and allocations of each authority's Local Plan, including elements of non-strategic needs and content regarding the rural economy. The Garden Communities are located within locations in which

existing strategic employment areas are accessible, with further positive impacts associated with specific employment provision at each Garden Community and with infrastructure commitments of an enhanced public transport offer to key centres.

| SA Objective | Overall Impact |
|---|------------------|
| 6. To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity | Positive impacts |

The Strategic Section One can be seen to have positive connotations on this objective. Although the level of growth established within Section One, and the allocation of Garden Communities, will lead to the development of significant areas of Greenfield land which could be expected to have negative implications, Section One can ensure effective enhancement to green and blue infrastructure for net biodiversity gains. The Appropriate Assessment indicates that, providing that the North Essex Authorities continue to collaborate and prepare necessary Recreation Avoidance and Mitigation Strategies (RAMS), and in close consultation with Natural England, and the RAMS are ready for implementation prior to adoption of the Section a and Section 2 Local Plans, the Strategic Section 1 Local Plans is not predicted to result in adverse effects on the integrity of the Stour and Orwell Estuaries SPA/Ramsar, Hamford Water SPA/Ramsar, Essex Estuaries SAC, Colne Estuary SPA/Ramsar, or Blackwater Estuary SPA/Ramsar, either alone or in combination with other plans and projects as a result of recreation. The AA adds that the strategic approach across the North Essex Authorities ensures that cumulative solutions to the possible recreational pressures on Natura 2000 sites can be mitigated successfully. It should be noted however that the findings of these RAMS will need to be adequately factored into any forthcoming masterplanning and Garden Community specific DPDs.

| SA Objective | Overall Impact |
|--|------------------------------|
| 7. To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion | Significant positive impacts |

The policies of the Section One for Local Plans can be expected to have significantly positive impacts on this objective. The infrastructure requirements of the Garden Communities, in adhering to sustainable transport Garden City Principles, can be expected to offer wider benefits and gain for neighbouring areas, and the geographical distribution of the preferred Garden Community options ensure that these benefits can be experienced across all three authorities with an inclusive coverage across North Essex. The content of the Local Plan Section Twos ensure that suitable public transport and access solutions are forthcoming to support the Spatial Strategy's notion of focusing growth to existing settlements within the short-medium term of the plan period.

| SA Objective | Overall Impact |
|---|------------------------------|
| 8. To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development | Significant positive impacts |

The policies of the Strategic Section One for Local Plans can be expected to have significantly positive cumulative impacts on accessibility and infrastructure provision. The infrastructure requirements of the Garden Communities, in adhering to sustainable Garden City Principles can be expected to offer wider benefits and gain, particularly regarding accessibility associated with both transport and services for neighbouring areas, and the geographical distribution of the preferred Garden Community options. This ensures that these benefits can be experienced across all three authorities with an inclusive coverage across North Essex. The Garden Communities are of a sufficient size to stimulate educational infrastructure provision. It should also be noted that the interventionist approach of the North Essex Authorities ensures that both infrastructure provision is self-funded through each Garden Community, and that the approach to their development is one of 'infrastructure first'. In addition, the content of the Local Plan Section Twos ensure that suitable supporting infrastructure, including public transport and access solutions are forthcoming to support the Spatial Strategy's notion of focusing growth to existing settlements within the short-medium term of the plan period.

| SA Objective | Overall Impact |
|---|------------------|
| 9. To conserve and enhance historic and cultural heritage and assets and townscape character? | Positive impacts |

Within the context of Section One, this objective is largely relevant to the specific Garden Community policies (SP8-10). There could be a perceived negative cumulative impact on the historic environment associated with strategic development at the scale proposed, but despite this, the policies have taken on board those recommendations of the Preferred Options SA and ensure that protection will occur in all instances with enhancement a significant possibility. Forthcoming masterplanning and Garden Community specific DPDs have the potential to enhance site specific assets and their settings and deliver a high quality built environment. Although a degree of uncertainty surrounds the status and content of the masterplans and DPDs and whether their content is appropriate to individual assets and designations, the general distribution of growth across the strategic area and the Section One policy content seeks to address any perceived or possible impacts on the historic environment. It should additionally be noted here however, that such issues are better addressed within the Local Plan Section Twos, with the inclusion of relevant thematic development management policies.

| SA Objective | Overall Impact |
|--|----------------|
| 10. To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation. | 0 |

There will be positive impacts regarding energy efficiency as a result of the Section One policies, particularly through the requirements of the Garden Community policies SP8-10. Despite this, Garden Communities have the potential to incorporate renewable energy generation, although it is uncertain at this stage whether such schemes will be sought. It should be acknowledged that requirements may form part of masterplans and the Garden Community specific DPDs. The impact is highlighted as a minor positive at this stage, in view of the policy content, what can currently be considered a feasible requirement, and in reflection of the early stages of each Garden Community's development through the planning system. It should also be noted that policies exist in the respective authorities; Local Plan Section Twos, with the inclusion of relevant thematic development management policies.

| SA Objective | Overall Impact |
|---|-------------------|
| 11. To improve water quality and address water scarcity and sewerage capacity | Uncertain Impacts |

It can reasonably be assumed that there could be likely negative implications regarding water scarcity and sewerage emanating from Section One relevant to the level of growth stated in Policy SP2, the Garden Community allocations, and the allocations for development in the Local Plan Section Twos. Despite this, the implications of this are best resolved on a site-by-site basis through early discussions with service providers on a plan-level and in certain areas as required. It should also be noted that all growth in the wider area can be expected to have such impacts; however in the specific context of Garden Communities, Policy SP7 seeks to ensure that such issues are not forthcoming from any successful planning application.

Regarding water quality the AA states that, 'whilst there are currently issues regarding capacity of water recycling centres in both Colchester Borough and Tendring District, with subsequent risks to European sites associated with changes in water quality, the safeguards which will be included within the Section 2 Local Plans for each, will ensure that a given development will not proceed until the necessary infrastructure upgrades have been provided as necessary in accordance with Anglian Water and Environment Agency advice.' It adds that, 'the measures provided in the Section 2 Local Plans will also provide sufficient certainty that the overall strategic growth proposed in North Essex as part of the Section 1 for Local Plans will not result in significant adverse effects on the Stour and Orwell Estuaries SPA/Ramsar, Colne Estuary SPA/Ramsar, or Essex Estuaries SAC as a result of changes in water quality.' There are therefore no impacts associated with water quality emanating from Section One.

| SA Objective | Overall Impact |
|---|----------------|
| 12. To reduce the risk of fluvial, coastal and surface water flooding | 0 |

There are no significant identified flood risk concerns resulting from the policies and Garden Communities of Section One. A number of the Garden Community allocations contain small areas of Flood Risk Zones 2 and 3, however these are not significant in response to the scale of the schemes and can be successfully integrated into any open space or green infrastructure requirements. The policy content ensures that flood risk concerns will be considered in any forthcoming planning applications and it should be noted that the scale of the Garden Communities enables the integration of sustainable drainage techniques.

| SA Objective | Overall Impact |
|----------------------------|------------------|
| 13. To improve air quality | Positive impacts |

There are no identified implications regarding air quality of the specific content of the policies and preferred Garden Community options contained in the Strategic Part for Local Plans. The Garden Community allocations, as per the Spatial Strategy, correspond to the best possible dispersal across the HMA to alleviate air quality issues in Colchester and associated with the A12 and A120. The stance of allocating Garden Communities as opposed to urban extensions seeks partly to ensure that new growth does not impact on AQMAs, such as those found in Colchester town. It can be expected that there could be some general negative connotations on air quality associated with the level of growth required in North Essex, however the distribution of growth and the policies of Section One seek to address this adequately.

| SA Objective | Overall Impact |
|---|-------------------|
| 14. To conserve and enhance the quality of landscapes | Uncertain Impacts |

There can be expected to be uncertain impacts on landscapes resulting from Section One. These impacts are relevant to the specific Garden Community allocations themselves. Potential negative impacts are associated with the scale of development required on Greenfield land, however policy exists to ensure that development is sensitive to its surroundings in each instance and within the context of wider landscape character areas. It should be noted that this is a general issue relevant to any new development. It should also be noted that beyond the principles contained in Policies SP8-SP10 masterplanning and the Garden Community specific DPDs have further potential to mitigate and minimise site specific issues and delivery a high quality built environment. Landscape related Section Two policies will also have to be adhered to in any successful application.

| SA Objective | Overall Impact |
|--|-------------------|
| 15. To safeguard and enhance the quality of soil and mineral deposits? | Uncertain Impacts |

There will be minimal impacts on safeguarding mineral deposits and the quality of soil associated with the policy content of Section One. The Garden Community allocation at West of Braintree contains a site allocated within the ECC Minerals Local Plan for mineral extraction. Although not considered an insurmountable problem, the implications of this are that the North Essex Authorities will have to work with the Minerals and Waste Planning Authority and the landowner / developer of this minerals site to seek compromises surrounding the restoration of the site for a use compatible with Garden City principles at the masterplanning stage and within the Garden Community specific DPD for West of Braintree. Uncertain overall impacts are therefore identified for Section one.

7.3 Key Points from the Assessment of the Garden Community (GC) Options (in Appendix 1)

The following table sets out the assessed sustainability impacts of all reasonable Garden Community options explored. For clarity, the full reference for each option is reiterated:

| Option | Sub-Option | Reference number for purposes of assessment |
|--------------------------------|--|---|
| Tending / Colchester Borders | Option 1: Southern Land Focus | GCEC1 |
| | Option 2: A133 to Colchester - Ipswich rail line | GCEC2 |
| | Option 3: North to South wrap | GCEC3 |
| North Colchester | Option 1: East of Langham Lane focus | GCNC1 |
| | Option 2: Maximum Land Take | GCNC2 |
| Colchester / Braintree Borders | Option 1: North and South of A12 / Rail Corridor Focus | GCWC1 |
| | Option 2: South of A120 and North of Marks Tey Existing Settlement | GCWC2 |
| | Option 3: South of A120 Focus | GCWC3 |
| | Option 4: Maximum Land Take | GCWC4 |
| West of Braintree | Option 1: Braintree DC only | GCWB1 |
| | Option 2: Braintree DC and Uttlesford DC Land | GCWB2 |
| CAUSE 'Colchester Metro Plan' | N/A - Option 1: Metro Plan submission | GCMP1 |
| Monks Wood | N/A - Option 1: Proposal as submitted | GCMW1 |

Table 23: Summary of Impacts of the Reasonable Garden Community (GC) Options

| GC Option | Sustainability Objectives (SO) | | | | | | | | | |
|-----------|--------------------------------|-----|-----|-----|-----|----|-----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GCEC1 | ? | ? | + | + | ++ | ++ | ++ | ++ | ++ | ++ |
| GCEC2 | ? | ? | + | + | ++ | ++ | ++ | ++ | ++ | + |
| GCEC3 | ? | ?/- | ?/+ | + | ++ | ++ | ++ | ++ | ++ | + |
| GCNC1 | ?/- | - | ?/- | ?/- | + | ++ | + | ++ | ++ | + |
| GCNC2 | ?/- | - | ?/- | ?/- | + | ++ | + | ++ | ++ | ? |
| GCWC1 | ? | ? | ?/- | ? | ?/+ | ++ | + | ++ | ++ | ? |
| GCWC2 | ? | ?/- | ?/- | ? | ?/+ | ++ | + | ++ | ++ | ? |
| GCWC3 | ? | ? | ?/- | ? | ?/+ | ++ | + | ++ | ++ | ? |
| GCWC4 | ? | - | ?/- | ?/- | ? | ++ | + | ++ | ++ | ? |
| GCWB1 | ?/- | ?/- | ?/- | ?/- | ?/+ | ++ | ?/+ | ++ | ++ | ? |
| GCWB2 | ?/- | ?/- | ?/- | ?/- | ?/+ | ++ | ?/+ | ++ | ++ | ? |
| GCMP1 | - | -- | -- | + | ++ | -- | ? | ? | - | -- |
| GCMW1 | ? | ?/- | ?/- | - | ?/- | ++ | + | ++ | ++ | ? |

Overview of Impacts Resulting from the Garden Community Options

As can be seen, the most significantly positive impacts are associated with the Tendring / Colchester Borders Garden Community options, followed by the smaller West Braintree Garden Community sub-option. Those sub-options of the Colchester / Braintree Garden Community that do not seek maximum land-take will also offer largely positive outcomes, although there are additionally many uncertain impacts (i.e. ones that could either be positive or negative at this stage) at this stage and in the absence of confirmed master plans and solutions contained within a Garden Community specific DPD.

Negative impacts can be seen to be most significant through the Metro Plan option of delivering growth requirements. These impacts are largely due to the model not being able to meet Garden City principles, and no single development being of a scale of land that can reasonably be expected to mitigate any negative impacts on-site and within the identified areas.

The North Colchester option will have negative impacts associated with physical limitations on site, regarding landscape implications of being located in close proximity to an Area of Outstanding Beauty (AONB) and also the impacts associated with being an adjacent community to Colchester to the south. The options also

do not benefit from any existing rail links, with effective public transport solutions limited as a result, however the broad location could be considered broadly sustainable aside from these limitations.

The Monks Wood proposal has issues regarding impacts on neighbouring settlements, a lack of rail links and access to the strategic road network. Pertinently, these latter two considerations will likely have significant negative connotations on the neighbouring settlement of Kelvedon, where the closest rail stations exist and where effective rapid bus transit solutions would be unsuitable for integration purposes.

7.4 Key Points from the Cumulative Assessment of the Allocated Garden Communities

7.4.1 Summary of Cumulative Impacts Resulting from the Allocated Garden Communities

The emerging masterplans for the allocated Garden Communities of Tendring / Colchester Borders, Colchester / Braintree Borders and West of Braintree most closely represent:

- Tendring / Colchester Borders – GCEC3
- Colchester / Braintree Borders – GCWC1
- West of Braintree – GCWB1

The following cumulative conclusions can be made of the appraisal of the allocated Garden Community options:

Water

- The AA states that, 'whilst there are currently issues regarding capacity of water recycling centres in both Colchester Borough and Tendring District, with subsequent risks to European sites associated with changes in water quality, the safeguards which will be included within the Section 2 Local Plans for each, will ensure that a given development will not proceed until the necessary infrastructure upgrades have been provided as necessary in accordance with Anglian Water and Environment Agency advice. Therefore, in conclusion, the measures provided in the Section 2 Local Plans will also provide sufficient certainty that the overall strategic growth proposed in North Essex as part of the Section 1 for Local Plans will not result in significant adverse effects on the Stour and Orwell Estuaries SPA/Ramsar, Colne Estuary SPA/Ramsar, or Essex Estuaries SAC as a result of changes in water quality.'

Accessibility

- It is not considered that there are any cumulative accessibility issues surrounding the preferred sites, due to their general geographic distribution.

Air Quality

- There may be some cumulative road traffic and associated air quality issues from any of the Garden Communities with any non-strategic site allocations in the Councils' respective Section Twos that are in close-proximity. This should be a focus of the Local Plans' Section Twos.

The Historic Environment

- Cumulative impacts are limited regarding historic environmental features due to the geographic dispersal of the Garden Communities.

Landscape

- Cumulative impacts are limited regarding landscape due to the geographic dispersal of the Garden Communities.

Biodiversity

- The AA identifies the need for a Recreation Avoidance and Mitigation Strategy (RAMS) to be developed and the findings factored into any policies, forthcoming masterplans or Garden Community specific DPDs should increases in the level of recreational land be required at any of the Garden Community allocations.

Neighbouring Properties / Coalescence with Existing Settlements

- There will be no cumulative impacts associated with the effects on occupiers of existing properties and neighbouring areas/towns resulting from the Garden Communities due to their geographic distribution. Garden City principles would have to be adhered to in regard to a surrounding belt of countryside to avoid sprawl, and this minimises any perceived coalescence and resulting impact on existing settlements.
- Cumulatively, no one existing settlement would be negatively affected by any combination of Garden Communities. More holistically, similarly can no single Landscape Character Area be affected by a combination of Garden Communities, of which existing historic settlements form an important part of integrity and sensitivity.
- Benefits will be realised for existing nearby communities regarding an increase in services and local infrastructure in the wider areas beyond the Garden Communities.

Public Transport

- There will be significant positive cumulative impacts resulting from the allocated Garden Communities in response to their individual potential to significantly improve public transport links within the North Essex Authorities area. Positive impacts can also be expected to benefit wider local areas in proximity to the Garden Communities.

Health

- The notion of Garden Communities will have positive synergistic impacts regarding health outcomes, with the level of growth required in the North Essex Authorities being provided through developments that require walking, cycling and public transport designed to be the most attractive forms of local transport.

Town Centres

- There will be significant positive cumulative impacts resulting from the allocated Garden Communities in response to their individual potential to significantly support and improve the

viability of the town centres of Colchester and Braintree within the North Essex Authorities area. Positive impacts can also be expected to benefit wider local areas in proximity to the Garden Communities, with enhanced public transport opportunities to such centres in the locality.

Housing

- All of the Garden Communities can be expected to have significantly positive impacts on housing growth. Cumulatively, these impacts become more positive over the plan period and beyond, with the ability to successfully integrate all housing types and tenures, including gypsy and traveller provision.

Employment

- All of the Garden Communities can be expected to have positive impacts on employment growth. Cumulatively, these impacts can become more positive over the plan period and beyond, with the ability to successfully integrate a wide range of local jobs within easy commuting distance from homes.
- Access and public transport requirements of Garden Communities may in practice result in out-commuting beyond each Garden Community and local centres within the North Essex Authorities area. This should not be considered a criticism of the Garden Communities, being more reflective of travel to work flows and commuting patterns within the North Essex Authorities area.

Mixed-use Developments

- All of the Garden Communities can be expected to have a strong prospect of providing the full suite of required mixed-use opportunities, including the provision of both primary and secondary schools. This will have significant cumulative benefits across the North Essex Authorities area and wider benefits for existing communities in the broad areas for each Garden Community.

Open Space and Sustainable Drainage Systems

- All of the Garden Communities can be expected to have a strong prospect of providing the full suite of open space, allotments/food production areas, biodiversity gains and SuDS. This will ensure cumulative benefits across the North Essex Authorities area and wider benefits for existing communities in the broad areas for each Garden Community.
- There are likely to be additional cumulative benefits associated with wider health outcomes outside the direct scope of the Garden City principles.
- In addition, the location and scale of any forthcoming recreational land that may be required could result in harmful impacts financially on existing Country Parks within the ECC Country Park model through increased competition.

Soil

- Cumulative impacts are limited regarding the loss of high quality soils due to the geographic dispersal of the Garden Communities and quality of soils at each individual location.

Climatic Factors

- Whereas negative impacts can be expected regarding carbon emissions, this is more relevant to

the level of growth. In this context, the Garden Communities can be expected to offer some small cumulative benefits in so far as energy efficiency can be ensured throughout development in accordance with Garden City principles and the wider policy framework within Section One to which any forthcoming planning applications would have to adhere.

7.5 Recommendations, including those taken on board throughout the SA process

7.5.1 The Section One Policies

The following recommendations have been made throughout the appraisal of the Strategic Section One for Local Plans:

- At the Preferred Options stage, the SA recommended that **Policy SP6** could be more explicit as to the requirements of new development in regards to the historic environment and assets and also scope for the policy to regard surface water flood risk. Both of these recommendations have been factored into the Policy. The Preferred Options SA also recommended that the Policy could respond to aspirations to increase renewable energy generation in strategic scale development opportunities. This recommendation is still valid at this stage, and reiterated within this SA; however it should be acknowledged that such integration is not considered to affect the principle of any development coming forward compliant with Policy SP6, and that the requirement at this stage could be considered premature in light of the emerging Garden Community masterplans and what is viable and achievable. A final recommendation regarding Policy SP6 is that as written there may be some level of conflict between the principle that seeks green and blue infrastructure to be integrated with multi-functional public open space requirements. The incorporation of these should be considered separate requirements, as biodiversity features are unlikely to flourish through human disturbance.
- At the preferred options stage, the SA highlighted that for **Policy SP7**, heritage assets exist across all of the Garden Community areas (and additionally potential archaeological deposits that would need to be excavated). At that stage a recommendation was made that Policy SP7 could include a principle that masterplans seek ways to achieve quality and active management of heritage assets and the historic environment as part of a positive strategy for their conservation and enjoyment. This recommendation has since been incorporated into the Policy.
- It can be considered that the majority of the Garden Community options will have some degree of impact on agricultural land, landscape, sites of nature conservation and the historic environment / heritage assets. It should be acknowledged that such issues are not insurmountable at the scales of development proposed in the options and that effective masterplanning and Garden Community specific DPDs can seek to protect and enhance conditions further.
- At the preferred Options stage, the SA recommended that for **Policy SP9** requirements ensuring the protection and/or enhancement of Marks Tey Brickpit SSSI were included within the Policy, as identified by the fact that the broad location is in the SSSI's Impact Risk Zone (IRZ) for the designation. This recommendation has been effectively factored into the policy.

- At the Preferred Options stage, the SA recommended that for **Policy SP10** requirements ensuring the protection and/or enhancement of the heritage asset of the Saling Hall conservation area and areas of deciduous woodland within and adjoining the site could additionally be included to factor in the Registered Park and Garden of Saling Grove. This recommendation has been effectively factored into the policy.
- It is recommended that a Recreation Avoidance and Mitigation Strategy (RAMS) is developed and the findings factored into any policies, forthcoming masterplans or Garden Community specific DPDs should increases in the level of recreational land be required at any of the Garden Community allocations.

7.5.2 The Allocated Garden Communities

The Garden Communities are being carefully developed through effective masterplanning, in order to positively adhere to issues surrounding physical limitations, in particular access arrangements to sites, infrastructure requirements and strategies regarding permeability and interconnectivity within the new settlements.

The following recommendations are made regarding the selection of Garden Community options within the three broad locations of the allocated Garden Communities.

Tendring / Colchester Borders

- The SA indicates that option GCEC1 is the most sustainable option, due to its smaller scale and therefore comparatively minimal impacts. Despite this, it is possible that mitigation might be required in the form of habitat creation and management at the Garden Community due to possible impacts on wintering birds, as identified within the AA. With this in mind, it may be more appropriate for a larger option to be considered in order to address this possible requirement. Option GCE3 will require some level of mitigation in regard to the presence of Bullock Wood SSSI, and it is recommended that this localised area be protected in future masterplans. It is recommended that severance issues surrounding the A137 are also addressed in masterplans and transport interconnectivity.

Colchester / Braintree Borders

- Options GCWC1 and GCWC3 represent, broadly, the most sustainable options within the Colchester / Braintree Borders area. Option GCWC1 contains the Marks Tey Brickpit SSSI, however its location at the north east boundary in each instance ensures that this designation can be protected and enhanced through the requirements of a surrounding belt of countryside to prevent sprawl and this is recommended. Issues surrounding the Domsey Brook should also be factored into any development of GCWC3 as blue infrastructure. Options GCWC2 and GCWC4 are in close proximity to a Scheduled Monument (a Roman villa 450m south of Warren's Farm to the north) and could affect the setting of this asset, and enhancement of this asset should be sought within the wider detailed masterplan. Impacts on the residential amenity of the settlements of Marks Tey and Little Tey are issues surrounding the options GCWC1, GCWC2 and GCWC4. A buffer separation will likely be needed to be developed through masterplanning to minimise certain impacts on existing communities and these should be subject to community engagement.

West of Braintree

- The smaller option GCWB1 is considered the most sustainable option in West of Braintree due to an increased likelihood of negative impacts associated with nature conservation and heritage assets to the western boundary of option GCWB2. Both options will need to address the presence of heritage assets throughout the area, particularly in the north associated with the Conservation Area of Great Saling which contains a range of listed buildings including grade II as well as the Registered Park and Garden of Saling Grove, and seek enhancements at the masterplanning stage. It is also recommended that a buffer separation will likely be needed to be developed through masterplanning to minimise certain impacts on existing communities, specifically in relation to residents in Stebbing Green and Blake End. The masterplans should be subject to community engagement.

8. Next Steps & Monitoring

8.1 Consultation

This Environmental Report will be subject to consultation alongside the Local Plans of the three Local Planning Authorities. There are three statutory consultees or 'environmental authorities' that are required to be consulted for all Sustainability Appraisal and Strategic Environmental Assessment documents. These are:

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

In addition to these, consultation will seek to engage the wider community in order to encompass comprehensive public engagement. The North Essex Authorities may additionally wish to invite comments from focussed groups, relevant stakeholders and interested parties. The detailed arrangements for consultation are to be determined by the North Essex Authorities. The environmental authorities and public are to be given 'an early and effective opportunity' within appropriate time-frames to express their opinion. This includes the specific notification of the consultation documents and timeframes to those persons or bodies on the 'consultation databases' of the three LPAs. This reflects those persons or bodies who have commented on the SA in previous consultation stages.

PLEASE NOTE:

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

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

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

Regarding Braintree District Council:

https://www.braintree.gov.uk/info/200137/consultations/96/contribute_to_a_council_consultation

Regarding Colchester Borough Council:

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

Regarding Tendring District Council:

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

8.2 Adoption Statement

Upon adoption Local Plans will be accompanied by an Adoption Statement which will outline those monitoring indicators most appropriate for future monitoring of the Plan in line with Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004. In accordance with Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004, an Adoption Statement is required to address each of the following issues:

- How sustainability considerations have been integrated into the development plan document (Local Plan);
- How the options and consultation responses received on the development plan document (Local Plan) and sustainability appraisal reports have been taken into account;
- The reasons for choosing the development plan document (Local Plan) in light of other reasonable alternatives; and
- Monitoring measures.

8.3 Monitoring

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

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

The monitoring indicators for each broad sustainability theme relevant to the North Essex area are included below.

Table 24: Monitoring Measures

| SA Objective | Potential Indicators |
|---|---|
| 1. Create safe environments which improve quality of life, community cohesion | <ul style="list-style-type: none"> - All crime – number of crimes per 1000 residents per annum - Number of new community facilities granted planning permission - Number of new cultural facilities granted planning permission, including places of worship |

| SA Objective | Potential Indicators |
|---|---|
| 2. To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford | <ul style="list-style-type: none"> - The number of net additional dwellings - Affordable housing completions - Number of zero-carbon homes completed - Number of additional Gypsy and Traveller pitches - Number of starter homes completed - Number of homes for older people completed |
| 3. Improve health/reduce health inequalities | <ul style="list-style-type: none"> - Percentage of new residential development within 30mins of public transport time of a GP or hospital - Percentage of new residential development that adheres to Natural England's Accessible Natural Greenspace Standards - Percentage of new residential development within walking and cycling distance to schools - Percentage of new residential development within walking and cycling distance to sport and recreation facilities / open space |
| 4. To ensure and improve the vitality & viability of centres | <ul style="list-style-type: none"> - Amount of completed retail, office and leisure development delivered (and in centres) - Amount of completed retail, office and leisure development across the three authority area |
| 5. To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways | <ul style="list-style-type: none"> - Amount of floor space developed for employment, sqm - Successful employment use applications in rural areas - Number of jobs created in the ports - Number of developments approved associated with the tourism sector - Level 2 qualifications by working age residents. - Level 4 qualifications and above by working age residents. - Employment status of residents. - Average gross weekly earnings. - Standard Occupational Classification. |
| 6. To value, conserve and enhance the natural environment, natural resources, biodiversity and | <ul style="list-style-type: none"> - Impacts (direct and indirect) on designated sites - Amount of development in designated areas - Area of land offset for biodiversity |

| SA Objective | Potential Indicators |
|---|---|
| geological diversity | |
| 7. To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion | <ul style="list-style-type: none"> - Percentage of journeys to work by walking and cycling and percentage of journeys to work by public transport |
| 8. To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development | <ul style="list-style-type: none"> - Number / amount of new homes / employment development completed at ward level within Growth / Regeneration Areas - Percentage of new development within 30 minutes of community facilities (as defined by each authority) - Percentage of new residential development within 30 minutes of public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre - Additional capacity of local schools / incidents of new school applications |
| 9. To conserve and enhance historic and cultural heritage and assets and townscape character? | <ul style="list-style-type: none"> - Percentage of new and converted dwellings on previously developed land - Number of listed buildings demolished, repaired or brought back to use, including locally listed buildings - New Conservation Area Appraisals adopted - Number of Listed Buildings, Scheduled Monuments, Conservation Areas, Registered Parks and Gardens (and percentage at risk) - Area of highly sensitive historic landscape characterisation type(s) which have been altered and their character eroded - Number of major development projects that enhance or detract from the significance of heritage assets or historic landscape character - Percentage of planning applications where archaeological investigations were required prior to approval or mitigation strategies developed or implemented |
| 10. To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation. | <ul style="list-style-type: none"> - Total CO2 emissions - Renewable Energy Installed by Type - Number of zero carbon homes delivered |
| 11. To improve water quality and address water | <ul style="list-style-type: none"> - Quality of Rivers (number achieving ecological good status) - Number of planning permissions granted contrary to the advice of the Environment |

| SA Objective | Potential Indicators |
|---|---|
| scarcity and sewerage capacity | - Agency on grounds of water quality |
| 12. To reduce the risk of fluvial, coastal and surface water flooding | <ul style="list-style-type: none"> - Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence grounds - Number of SuDS schemes approved by ECC |
| 13. To improve air quality | - Number of Air Quality Management Areas |
| 14. To conserve and enhance the quality of landscapes | <ul style="list-style-type: none"> - Percentage of new and converted dwellings on previously developed land - Number of proposals permitted within areas noted for their high landscape value - Number of proposals permitted contrary to a desire to restrict coalescence |
| 15. To safeguard and enhance the quality of soil and mineral deposits | <ul style="list-style-type: none"> - Percentage of new development on high quality agricultural land (ALC) - Number of developments proposed within MSAs - Contaminated land brought back into beneficial use, hectares |

Appendix 1: Appraisal of the Garden Community Options and Alternative Permutations

Why Garden Communities?

Meeting Objectively Assessed Need (OAN) for Housing

Within the Issues and Options Local Plans of Colchester, Braintree and Tendring, the option of Garden Communities, or 'new settlements' was explored, in response to the emerging growth needs identified across the Housing Market Area (HMA), as identified in the initial work from a Strategic Housing Market Assessment (SHMA) 2014. This SHMA provided estimated requirements representing a significant increase over the previous targets of the three authorities. These requirements were identified 'objectively', responding to the Objectively Assessed Need (OAN) for housing as required to be identified across HMAs in the NPPF.

Further work was carried out to focus requirements for the three authorities' Plans, reflecting up-to-date evidence available on population growth, and housing supply and demand. This was presented in the 'Braintree District Council, Chelmsford City Council, Colchester Borough Council, Tendring District Council - Objectively Assessed Housing Need Study (Peter Brett Associates)' which was finalised in July 2015.

'Traditional' Growth Solutions and 'New Towns'

The authorities have a strong history of making use of, or redeveloping previously developed land (PDL). As a result of this, the authorities have a very limited and diminishing supply of PDL (brownfield sites) that can contribute to the accommodation of the additional growth requirements. Objectively Assessed Need (OAN) is at a level which means that brownfield development can only reasonably accommodate a very small proportion of total growth requirements.

Focussing growth or new development within and around existing settlements proportionately represents the foremost strategy to deliver sustainable development spatially within this Section One and the respective Section Twos of the North Essex Authorities. This traditional approach to development ensures that new communities are located in a sustainable manner in terms of distances to existing infrastructure, jobs and services. However as urban areas continue to expand further into the countryside similarly can development become more distanced from centres, and put pressure on existing infrastructure and services. Whereas the principle of focusing development in this manner is established as a traditional solution to meeting housing needs, growth requirements are such that this would have to occur exponentially over the plan period and beyond. In short, it can not be seen as the solution to meeting housing needs forever.

The distribution of growth within and around existing settlements can be seen as meeting short-medium needs within the context of Objectively Assessed Need (OAN) for housing over the plan period. With housing needs so high in the North Essex Authorities, issues surrounding the sustainability of any further expansion of existing settlements were quickly recognised in the plan-making processes of the North Essex Authorities,

particularly regarding the impacts on existing infrastructure.

The NPPF requires OAN to be met in full across the Housing Market Area (HMA). The position of the LPAs in maintaining and identifying a 5 year housing land supply (as additionally required by the NPPF) was such that the North Essex Authorities identified that solutions to meeting housing needs would have to be addressed through new settlements. This approach was decided to address the need for new development to meet the shortfalls in meeting OAN in the strategic area in the latter stages of the plan period and beyond, whilst also maximising sustainability through planning at a scale or critical-mass that could deliver the infrastructure required to support such growth outright without affecting the viability of proposals. This approach seeks to avoid the pitfalls of more traditional development, delivering communities that are self-sustainable and with the principle that infrastructure would be delivered first in each new community's progression.

In addition to the notion of 'traditional approaches' to strategic growth, as set out above, this SA explores the differences in sustainability of 'new towns' against the Garden Community model. New towns in context represent development at the same scale, but without the interventionist approach as adopted by the North Essex Authorities.

The Principle of 'Garden Communities' in Context

It is vital that new developments which accommodate the housing growth required create sustainable, well-designed communities, supported by the appropriate infrastructure. In response to Paragraph 52 of the National Planning Policy Framework (NPPF), the notion of new settlements, or 'Garden Communities', is established. Paragraph 52 of the NPPF states,

'The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities.

Working with the support of their communities, local planning authorities should consider whether such opportunities provide the best way of achieving sustainable development'.

More recently, and in addition to the content of the NPPF, the Housing White Paper (February, 2017) states of Garden Villages, in Section 1.35,

'We need to make the most of the potential for new settlements alongside developing existing areas. Well-planned, well-designed, new communities have an important part to play in meeting our long-term housing needs. Provided they are supported by the necessary infrastructure, they are often more popular with local communities than piecemeal expansion of existing settlements.'

The Housing White Paper adds that,

'The Government is interested in the opportunities that garden cities, towns and villages might offer for bringing large-scale development forward in ways that streamline planning procedures and encourage locally-led, high quality environments

to be created.'

In October 2016 the Leaders and Chief Executives of Braintree, Colchester, Tendring and Essex Councils asked Lord Kerslake to lead a peer review to look at their approach to delivering Garden Communities in North Essex. The 'North Essex Garden Communities Peer Review' (Lord Bob Kerslake Published: January 2017) acknowledges the principle of Garden Communities being required in the strategic area. In setting the context for the review, the report states that,

'In common with many areas of the UK, Essex faces a significant challenge to deliver the required number of homes to sustain both its economic aspirations and the needs of its population. Traditional approaches to housing development have led to problems with delivery and sustainability. The four councils have entered into a collaborative partnership to deliver a significant proportion of the housing required for this part of Essex on Garden Community principles, together with the economic and employment opportunities and the transport and community infrastructure to support these new communities.'

Should there be 'Garden Communities', 'New Towns' or more 'Traditional Approaches' to Strategic Scale Growth in the North Essex Area?

As stated in the above sub-sections, 'traditional approaches' to strategic scale growth often respond to expansions of existing urban areas and other settlements within the strategic area. Whereas this is an established approach and sustainable notionally, the OAN requirements of the strategic area are sufficiently high that questions have to be asked of the sustainability of growth in such areas, particularly socially and environmentally. New Towns respond to strategic growth delivered in a more traditional manner than the interventionist approach adopted by the North Essex Authorities in ensuring compliance with the Garden City model.

It is appropriate and necessary to address such questions within this SA. The following table explores the comparative sustainability pros and cons of each approach in rationalising and aiding the North Essex Authorities in selecting the approach of allocating Garden Communities within their Local Plans. Please note that the criteria / objective based approach to assessing the sustainability of each approach is derived from Stage A of the SA process, as outlined and explained in Section 2 of this report.

The assessment follows a number of common assumptions to enable a comparable assessment. Firstly is that of scale, and the ability to meet OAN over the plan period. For this purpose, traditional approaches to the delivery of the growth required would have to meet that of the identified plan period shortfall of 7,500 as identified as the number developable through the Garden Communities in the latter stages of the plan period. Secondly, a key assumption surrounds the notion that the solutions have to be met beyond the plan period, in order to ensure solutions in the plan period do not exacerbate sustainability issues beyond 2033. Thirdly, specific locations are not taken into account within this assessment, which explores principles notionally rather than attempt to compare the sustainability merits of developing different areas of land as identified throughout the plan-making process. Such comparisons are explored in other sections of this SA and the LPA's respective Section Two SAs as appropriate and against criteria more specifically designed for this purpose. This assesses and compares options on a 'like with like' basis. Further to specific locations not being identified or used in the following appraisal, it must also be assumed that the level of growth required

would lead to the need to expand and extend a wide range of existing settlements, including those in more rural areas commensurate to a comparable level of existing population and sustainability (in the form of services) across the three authority's settlement hierarchies.

For the purposes of this assessment, impacts are highlighted using the following key:

| Impact | Symbol |
|--|--------|
| The approach is likely to meet the sustainability criteria. | + |
| It is uncertain / unknown whether the approach is likely to meet the sustainability criteria | ? |
| The approach is unlikely to meet the sustainability criteria. | - |
| No impact. | N |

Commentary is also included on a sustainability objective basis.

Table 25: 'Garden Communities', 'New Towns' or 'Traditional Approaches' to Strategic Scale Growth

| Sustainability Objective | Sustainability Criteria | 'GCs' | 'New Towns' | 'Traditional Approaches' |
|--|---|-------|-------------|--------------------------|
| 1. Create safe environments which improve quality of life, community cohesion | Will it improve / supply community facilities for young people? | + | + | ? |
| | Will it increase cultural activities or suitable development to stimulate them? | + | + | + |
| | Will it support cultural identity and social inclusion? | + | + | - |
| | Will there be measures to increase the safety and security of new development and public realm? | + | + | + |
| Commentary | A key benefit to the notion of Garden Communities is that existing communities are comparably less affected than those that will experience strategic scale growth in neighbouring areas. This is also true of New Towns. Negative impacts on existing communities through urban expansion is likely to increase exponentially at the levels of growth required, resulting in issues surrounding social inclusion. The scale and principles of Garden Communities is such that coalescence with existing settlements can be minimised, and this can also be seen as equally valid for New Towns | | | |

| Sustainability Objective | Sustainability Criteria | 'GCs' | 'New Towns' | 'Traditional Approaches' |
|---|---|-------|-------------|--------------------------|
| | through general planning policy principles. The notion and scale of Garden Communities and New Towns can similarly ensure the inclusion of a number of community facilities that otherwise would not be likely to be forthcoming through the delivery of smaller growth solutions due a lack of available land. | | | |
| 2. To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford | Will it increase the range and affordability of housing to support the growing population and for all social groups? | + | + | ? |
| | Does it respond to the needs of an ageing population? | + | ? | ? |
| | Will it provide appropriate rural affordable housing? | ? | ? | - |
| | Will it deliver well designed and sustainable housing? | + | + | - |
| | Will it contribute to meeting Gypsy and Traveller pitch requirements of the GTAA? | + | ? | - |
| Commentary | <p>At the scale of growth required to meet OAN, it is unlikely that traditional approaches to growth focused in and around existing settlements would be able to provide rural affordable housing in an appropriate manner, stretching the definitions of what could be considered appropriate and proportionate for the majority of smaller settlements within the three authority's settlement hierarchies. Similarly, aspirational targets for affordable housing would be unlikely to be appropriate in the majority of such settlements, with a greater possibility of higher affordable housing thresholds being viable through exploring new settlements. Garden Communities and New Towns can ensure that affordable housing can be appropriately located with the context of a whole settlement, through masterplanning, rather than being located disparately in peripheral or marginal areas of existing settlements. The notion of Garden Communities and New Towns can also ensure that housing can be well related to the new supporting infrastructure, services and facilities that they will be required to provide. This is also true of considering the needs of Gypsy and Traveller communities within Garden Communities, to ensure access to facilities. In contrast it can be considered comparably unlikely that traditional approaches to strategic growth and New Towns, with more reliance on market forces, would provide accommodation for Gypsies and Travellers as well as more broadly in regard to the requirements for a mix of dwelling types (including for older people). The relationship of development and the surroundings regarding design can be considered more appropriate in the context of Garden Communities, particularly surrounding densities. Arguments as to what can be considered 'proportionate' aside, at the scales of growth required to meet OAN a focus on the expansion of existing settlements only is</p> | | | |

| Sustainability Objective | Sustainability Criteria | 'GCs' | 'New Towns' | 'Traditional Approaches' |
|--|--|-------|-------------|--------------------------|
| | likely to result in development at densities that are not appropriate in consideration of local characteristics, particularly in more rural settlements. This is also likely to further affect the delivery of a range of housing types. | | | |
| 3. Improve health / reduce health inequalities | Will it ensure access to health facilities? | + | ? | ? |
| | Will it ensure access to sport and recreation facilities, open space and accessible green space? | + | + | ? |
| | Will it encourage access by walking or cycling? | + | + | ? |
| Commentary | <p>Access to health services is an important consideration in the location of new development, both in terms of availability in close proximity and those that have existing capacity. It should be acknowledged however that the planning system can not ensure or determine the provision of new health facilities as part of development schemes. With this in mind, the assessment of Garden Communities, New Towns and traditional approaches to growth are based on an assumption regarding delivery models. Regarding Garden Communities, the model is that LPAs essentially act as the developer in their promotion and delivery. This model allows collaborative working and consultation with the appropriate health service providers and commissioning groups. Large scale schemes in this regard also identify issues regarding existing capacity and identified need for health facilities early on in the process, as opposed to issues becoming apparent to their full extent once the cumulative impacts from a larger number of smaller developments are known. The availability of land for new health facilities is similarly an issue regarding more traditional approaches to strategic growth. This is also the case regarding sport and recreation facilities, open space and accessible green space requirements on a site by site basis. It is considered that the scale of Garden Communities and New Towns, in addition to their proposed delivery model, ensures that sport and recreation facilities, open space and accessible green space requirements are of a scale appropriate to the level of growth, and that all new facilities are located in accessible locations to housing by walking and cycling.</p> | | | |
| 4. To ensure and improve the vitality & viability of centres | Will it prevent loss of retail and other services in rural areas? | ? | ? | + |
| | Will it promote and enhance the viability of existing centres by focusing development in such centres? | + | + | + |

| Sustainability Objective | Sustainability Criteria | 'GCs' | 'New Towns' | 'Traditional Approaches' |
|--|---|-------|-------------|--------------------------|
| | Will it locate development in close proximity to town centres? | ? | ? | + |
| | Will it locate development within easy public travelling distance to town centres? | + | ? | ? |
| | Will it improve public transport networks to town centres? | + | ? | ? |
| Commentary | <p>The vitality and viability of centres can be viewed as benefitting from increased footfalls and from specific regeneration schemes. A focus on existing settlements through traditional approaches will in principle support those centres, although it should be acknowledged that the Garden Communities, developed in line with Garden City principles (as set out later on this report), will be developed in line with ensuring public transport choices to existing centres in order to support the function of town centres. This is also a key criterion in the identification of appropriate broad locations for Garden Communities, and their selection, by the North Essex Authorities. It is uncertain whether New Towns would seek such a location in the first instance. Garden Communities and New Towns can both be expected to come forward in the latter stages of the plan period and beyond, with short-medium term growth directed to existing settlements proportionately. With this in mind, the Local Plans of Braintree, Colchester and Tendring will seek to ensure the benefits from both the options explored in this section.</p> | | | |
| 5. To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways | Will it improve the delivery of a range of employment opportunities to support the growing population? | + | + | ? |
| | Will it tackle employment associated deprivation? | N | N | N |
| | Will it enhance the area's potential for tourism? | N | N | N |
| | Will it promote development of the ports? | N | N | N |
| | Will it encourage the rural economy and diversification of it? | ? | ? | + |
| | Will it support business innovation, diversification, entrepreneurship and | + | + | ? |

| Sustainability Objective | Sustainability Criteria | 'GCs' | 'New Towns' | 'Traditional Approaches' |
|--------------------------|---|-------|-------------|--------------------------|
| | changing economies? | | | |
| | Will it improve existing training and learning facilities and/or create more facilities? | + | + | - |
| | Will the employment opportunities available be mixed to suit a varied employment skills base? | + | + | ? |
| Commentary | <p>Regarding the provision of employment opportunities as part of new development, Garden Communities and New Towns can be considered to have a better possibility of ensuring this is not only integrated, but in the case of Garden Communities also in appropriate locations for sustainable transport infrastructure. In contrast, more traditional approaches can be seen as having comparably more difficulty should appropriate locations not be forthcoming. There will also be uncertainties surrounding the availability of land, which can be seen as exponentially less sustainable as more peripheral locations are sought in the latter stages of the plan period and beyond. At the quantum of growth required, it can be expected that all existing settlements that currently experience a certain level of population and services will be required for expansion across the strategic area. This will include rural settlements and there can be expected to be some positive implications regarding rural employment growth as a result, however likely not across a range of sectors as required. Comparably, there will be uncertainties surrounding the Garden Communities and New Towns regarding their status within the countryside and whether employment at such locations as appropriate would constitute or reflect rural employment needs. The scale of Garden Communities and New Towns, and the concentration of growth requirements at a few locations across the strategic area allows there to be significant infrastructure planned within the wider developments, and in early stages of each scheme's development (however there is less chance of this being ensured through New Towns in the absence of a specific 'infrastructure first' commitment). There is also the opportunity for development to be supported by the means for effective home working. For this reason, positive impacts have been highlighted for business innovation and learning facilities. More traditional approaches of extensions to existing settlements will comparably have more difficulty in delivering such facilities due to assumptions regarding the availability of land in sustainable locations. Thresholds for the delivery of new infrastructure are also unlikely to be met in some instances due to a reliance on a larger number of smaller sites. Whereas facilities are likely to be provided through a cumulative requirement, there is further uncertainty surrounding where these can be provided with inclusive access to all new communities, and whether such access has been effectively ensured throughout the design and layout of multiple developments.</p> | | | |

| Sustainability Objective | Sustainability Criteria | 'GCs' | 'New Towns' | 'Traditional Approaches' |
|--|---|-------|-------------|--------------------------|
| 6. To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity | Will development have a potential impact on a national, international or European (Natura 2000) designated site (SPA, SAC, Ramsar, SSSI)? | ? | ? | - |
| | Will it maintain and enhance sites otherwise designated for their nature conservation interest? | + | + | - |
| | Will it conserve and enhance natural/semi natural habitats? | + | + | - |
| | Will it conserve and enhance species diversity, and in particular avoid harm to indigenous BAP priority species? | + | + | ? |
| Commentary | <p>For the purposes of comparison, more positive impacts have been highlighted for Garden Communities and New Towns due to their scale and scope to incorporate significant areas of recreational land to offset any recreational impacts on designated sites; the AA adds that Recreation Avoidance and Mitigation Strategy (RAMS) is required for the strategic area, which may include increased recreational land at Garden Communities / New Towns. More traditional approaches to strategic growth, in particular a possibly large number of comparably smaller extensions to existing settlements (increasing exponentially over the plan period to meet trend-based future growth needs), are unlikely to be able to factor in such recreational land requirements on site in all instances and to the scale required without significantly affecting the scale of developable areas. Similarly are such approaches unlikely to offer a significant contribution to mitigate impacts on more local designations for nature conservation. Garden Communities and New Towns have been assessed, once more due to their scale, as having the capability to expand and enhance such designations, and integrate a network of green and blue infrastructure. This is primarily linked to the ability to not only mitigate negative impacts, but ensure enhancement due to their scale.</p> | | | |
| 7. To achieve more sustainable travel behaviour, reduce the need to travel | Will it increase and/or improve the availability and usability of sustainable transport modes? | + | ? | ? |
| | Will it seek to encourage people to use alternative modes of transportation other than private vehicle? | + | + | ? |

| Sustainability Objective | Sustainability Criteria | 'GCs' | 'New Towns' | 'Traditional Approaches' |
|---|--|-------|-------------|--------------------------|
| and reduce congestion | Will it lead to the integration of transport modes? | + | ? | - |
| | Will it improve rural public transport? | ? | ? | ? |
| | Will it increase the uptake or viability of walking and cycling as methods of transportation, through new infrastructure or integration? | + | + | - |
| Commentary | <p>A key principle of Garden Communities is ensuring the integration and enhancement of public transport networks. This not only ensures significant positive impacts for the new communities, maximising the potential for modal shift, but also offers wider benefits. This is considered less likely to be the case for New Towns, where broad locations may not be identified with this specifically in mind. The implications of scale and possibilities in focusing the level of growth required to a few strategic locations ensures that jobs, services and facilities are integrated into the communities as appropriate. In the case for Garden Communities and New Towns, this similarly ensures that sustainable transport, walking and cycling become more viable for a large number of everyday needs through the provision of such needs on site. In contrast, more traditional approaches are unlikely to have the scale to make this viable; however benefits exist in the form of existing public transport infrastructure in close proximity. Likely issues exist however in the integration of new and existing developments, and a need for a joined up approach particularly regarding safe and secure walking and cycling routes.</p> | | | |
| 8. To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development | Will it contribute positively to reduce social exclusion by ensuring access to jobs, shopping, services and leisure facilities for all? | + | + | ? |
| | Will it concentrate development and facilities where access via sustainable travel is greatest? | + | ? | ? |
| | Will it minimise congestion at key destinations / areas that witness a large amount of vehicle movements at peak times? | + | + | - |
| | Would the scale of development require significant supporting transport | - | - | ? |

| Sustainability Objective | Sustainability Criteria | 'GCs' | 'New Towns' | 'Traditional Approaches' |
|--------------------------|---|-------|-------------|--------------------------|
| | infrastructure in an area of identified need? | | | |
| | Will it ensure adequate school places (through expansion / new facilities) and early years provision to support growth? | + | + | - |
| | Will it ensure the required improvements to utilities infrastructure? | ? | ? | ? |
| | Will it ensure the required improvements in capacity to GP services? | ? | ? | - |
| | Will it provide a suitable amount of sports, recreational, leisure and open space facilities? | + | + | - |
| Commentary | <p>Traditional approaches to strategic level growth are likely to lead to development becoming more and more distanced from centres, with a deteriorating level of accessibility over time. With this in mind, it is important to reflect the timescales relevant to the Section One for Local Plans, with solutions to growth needs being sought beyond the plan period and to meet future growth requirements. Nonetheless, traditional approaches would still be required to have strategic road access to be suitable and appropriate, with an intention towards significant modal shift in to more sustainable transport methods. For this reason, impacts are largely uncertain in the context of this high level appraisal, reflecting a broad level of existing sustainability but discounting broad or specific locations for the expansion of existing settlements. Despite this, such a focus on existing settlements, particularly that of Colchester, can be expected to increase traffic through AQMAs. Garden Communities and New Towns can be assessed in a slightly different way, in so far as they require a level of self-sustainability and the integration of new job opportunities with additional new services, facilities and infrastructure. This is only possible at the scales required of focusing the growth requirements to a number of single areas. For this reason, positive impacts have been highlighted for Garden Communities regarding accessibility and infrastructure, with uncertain impacts highlighted for New Towns that may not be specifically identified with existing transport infrastructure in mind. Negative implications are highlighted for both Garden Communities and New Towns regarding the need for significant supporting transport infrastructure. These impacts are not however reflective of the deliverability of Garden Communities or New Towns in the strategic area, or whether these requirements are a barrier to the principle of development (or indeed insurmountable), but reflective of the scale of what is needed to support the level of growth.</p> | | | |

| Sustainability Objective | Sustainability Criteria | 'GCs' | 'New Towns' | 'Traditional Approaches' |
|--|---|-------|-------------|--------------------------|
| 9. To conserve and enhance historic and cultural heritage and assets and townscape character? | Will it protect and enhance designations, features and areas of historical, archaeological and cultural value in both urban and rural areas? | ? | ? | - |
| | Will it have a negative impact on the significance of a designated historic environment asset or its setting? | ? | ? | ? |
| | Will it enhance the range and quality of the public realm and open spaces? | + | + | - |
| | Will it reduce the amount of derelict, degraded and underused land? | N | N | N |
| | Does it encourage the use of high quality design principles to respect local character? | + | + | ? |
| | Will / can any perceived adverse impacts be reduced through adequate mitigation? | + | + | - |
| Commentary | <p>Impacts on the historic environment are largely relevant on a site by site basis only, however it can be expected that Garden Communities and New Towns will have a greater possibility of impacting on a larger number of assets due to their scale. Despite this, at the scale of growth required traditional approaches can also be seen as having potential negative impacts associated with their relationship with existing developments, some of which are likely to have some level of historic importance due to the prevalence of historic settlements in the strategic area. Historic settlements as assets in themselves can also be expected to have negative impacts associated with any ribbon development and aspirations to maintain settlement shape and form. In a broader context, impacts can be perceived as commensurate to the scope for mitigation between the options, with positive impacts highlighted for Garden Communities and New Towns commensurate to their scale, and more negative implications surrounding traditional approaches. It should be noted however that should impacts be significant and mitigation unacceptable, then planning permission is unlikely to be granted for either option or proposals in need of revision. The scale of Garden Communities and New Towns and the ability to plan for integrated sustainable outcomes from the outset of the process ensures that an attractive and effective public realm can be ensured throughout; this is likely to be comparably difficult for smaller traditional development schemes regarding integration with existing areas and open space requirements having implications on the size of developable areas. Garden Community, New Town and more traditional approaches to strategic growth can be expected to have negative impacts on the use of brownfield land, however</p> | | | |

| Sustainability Objective | Sustainability Criteria | 'GCs' | 'New Towns' | 'Traditional Approaches' |
|---|---|-------|-------------|--------------------------|
| | it should be acknowledged that all options are only being explored due to the absence of available brownfield land and its allocation for development purposes in the earlier stages of the plan period in all scenarios (including allowances made for windfall sites in the Section Twos of the LPA's Local Plans). | | | |
| 10. To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation. | Will it reduce emissions of greenhouse gases by reducing energy consumption? | ? | ? | ? |
| | Will it lead to an increased generation of energy from renewable sources? | ? | ? | ? |
| | Will it encourage greater energy efficiency? | + | + | + |
| | Will it improve the efficient use of natural resources, minimising waste and promoting recycling? | + | + | + |
| Commentary | The principle of Garden Communities, New Towns and more traditional approaches to delivering strategic level growth can be expected to be energy efficient and minimise waste and promote recycling. Uncertain impacts have been highlighted for reducing energy consumption and renewable energy where this detail is more relevant to individual schemes. | | | |
| 11. To improve water quality and address water scarcity and sewerage capacity | Will it lead to no deterioration on the quality of water bodies? | 0 | 0 | 0 |
| | Will water resources and sewerage capacity be able to accommodate growth? | ? | ? | ? |
| Commentary | Associated with the level of growth required, Garden Communities, New Towns and more traditional approaches to delivering strategic growth can be expected to have uncertain implications on water quality. This is informed by the HRA Screening Assessment and Appropriate Assessment (AA) completed for the Plan. The AA concludes that, 'whilst there are currently issues regarding capacity of water recycling centres in both Colchester Borough and Tendring District, with subsequent risks to European sites associated with changes in water quality, the safeguards which will be included within the Section 2 Local Plans for each, will ensure that a given development will not proceed until the necessary infrastructure upgrades have been provided as necessary in accordance with Anglian Water and Environment Agency advice. Therefore, in conclusion, the measures provided in the Section 2 Local Plans will also provide sufficient | | | |

| Sustainability Objective | Sustainability Criteria | 'GCs' | 'New Towns' | 'Traditional Approaches' |
|--|---|-------|-------------|--------------------------|
| | certainty that the overall strategic growth proposed in North Essex as part of the Section 1 for Local Plans will not result in significant adverse effects on the Stour and Orwell Estuaries SPA/Ramsar, Colne Estuary SPA/Ramsar, or Essex Estuaries SAC as a result of changes in water quality.' Regarding water resource and sewerage capacity, all option can be expected to be similar in terms of impacts, where infrastructure capacities and improvements are related to the level of growth in the Strategic Area. | | | |
| 12. To reduce the risk of fluvial, coastal and surface water flooding | Will it include Sustainable Drainage Systems (SuDS) in new developments and will their integration be viable? | + | + | + |
| | Will it avoid development in areas at risk of flooding (fluvial, coastal, surface water)? | + | + | + |
| | Will it avoid increasing flood risk (fluvial, surface water, groundwater) in areas away from initial development? | + | + | + |
| Commentary | Garden Communities, New Towns and traditional approaches to delivering strategic growth can be expected to incorporate SuDS as required. Similarly developable areas would have to avoid those areas at risk of flooding as a prerequisite of any successful planning application. | | | |
| 13. To improve air quality | Will it improve, or not detrimentally affect air quality along the A12 or A120? | ? | ? | ? |
| | Will it direct growth away from AQMAs? | + | + | - |
| | Will it seek to improve or avoid increasing traffic flows generally? | + | + | + |
| Commentary | The sustainability of Garden Communities and New Towns is largely dependent on accessibility to the strategic road network in the strategic area; as a result access to one of the A120 or A12 is likely to be required of such schemes. With this in mind, uncertain impacts have been highlighted for the resultant air quality impacts along these roads associated with strategic scale development. This also takes into consideration the requirement for significant public transport network improvements to sustain and serve each Garden Community in kind, as required by Garden City principles. Whereas an assumption is made that these principles are not used to shape the development of New Towns in this assessment, similarly will these be required to ensure that development is sustainable and suitable. In contrast, traditional approaches to growth can be | | | |

| Sustainability Objective | Sustainability Criteria | 'GCs' | 'New Towns' | 'Traditional Approaches' |
|---|---|-------|-------------|--------------------------|
| | <p>expected to be more numerous and individually smaller in scale; this will ensure a similar degree of uncertainty at this stage, where access to the A12 or A120 would still be required (albeit not necessarily directly), and the cumulative impacts could be significant without any single scheme being of a scale to ensure additional junctions or significant improvements. The focus of development to existing settlements, in particular Colchester as the principle settlement in the strategic area (and proportionately that which can be expected to experience the most growth) will also have negative implications surrounding traffic movements through AQMAs. Despite this, both options can be expected to seek to improve or avoid increasing traffic flows generally.</p> | | | |
| 14. To conserve and enhance the quality of landscapes | Will landscapes sensitive to development be protected? | - | - | - |
| | Will it lead to rural expansion or development outside development boundaries/limits that increases coalescence with neighbouring settlements? | ? | ? | ? |
| | Is the scale / density of development in keeping with important and valued features of the local landscape? | ? | ? | ? |
| Commentary | <p>A broad assessment of landscape implications for the principle of Garden Communities, New Towns and traditional approaches highlights that all options will have negative landscape implications, pending more detailed assessment of specific sites. The impacts identified here reflect the scale of growth required at the plan level. Garden Communities and New Towns represent large scale greenfield development, where a more piecemeal approach of a larger number of smaller extensions to existing settlements will also see the loss of greenfield land, with additional possible implications surrounding the lack of available land to successfully mitigate impacts, and the reality that these impacts would be realised for a larger number of existing communities. It should be reiterated at this point however that the principle of extensions to existing settlements is not in itself unsustainable regarding landscape impacts, but impacts raised are more indicative of the amount of extensions required to meet the levels of growth within the plan period and beyond. Issues surrounding coalescence are similar, however it should be noted that impacts can be mitigated at the Garden Community scale in the incorporation of required measures and safeguarded land to prevent sprawl. More traditional approaches to strategic growth are unlikely to be acceptable in principle should coalescence be a concern and similarly unlikely to be granted planning permission. The secondary effects of this diminish the likelihood of this being a suitable option at the scales of growth required, or else would lead to increases in density on acceptable areas of land. Garden Communities in principle would not lead to unacceptable densities on the overall site and this can also be expected to be the case for New</p> | | | |

| Sustainability Objective | Sustainability Criteria | 'GCs' | 'New Towns' | 'Traditional Approaches' |
|--|---|-------|-------------|--------------------------|
| | Towns; however careful consideration should be given to the suitability of densities on developable areas in reflection of the wide range of other land uses required by Garden City principles. | | | |
| 15. To safeguard and enhance the quality of soil and mineral deposits? | Will it avoid the loss of high quality agricultural land? | - | - | - |
| | Will it avoid the sterilisation of mineral deposits / is the site within a Minerals Safeguarding Area (MSA)? | N | N | N |
| | Will it support or lead to the remediation of contaminated land, avoiding environmental pollution or exposure of occupiers or neighbouring land uses to unacceptable health risk? | N | N | N |
| Commentary | Garden Communities, New Towns and more traditional approaches to strategic growth can be expected to have negative impacts associated with the loss of agricultural land. Impacts related to mineral deposits and contaminated land have not been identified at this broad level and can only be assessed on a specific site by site basis. | | | |

The Identification of Reasonable Garden Community Options

The North Essex Authorities allocate three Garden Communities at this stage of the plan-making process: 'Tendring / Colchester Borders', 'Colchester / Braintree Borders' and 'West of Braintree'. Alternatives have been identified through the three authorities' respective Local Plan call-for-sites processes. Some were rejected outright due to scale, and explored within the context of Section Two allocations. The North Essex Authorities also explored alternative locations in the formulation of the Issues and Options stages of the Plans, but these were rejected early on in the process due to deliverability considerations including the availability of sites, and an overall evaluation of the combination of allocations and policies that would produce the most sustainable pattern of growth.

Garden Community options have been validated throughout the Sustainability Appraisal process (see Annex C) and have been subject to public consultation throughout the plan-making process. Public views have been taken into account throughout the SA process, resulting in the content and findings of this report. These views, coupled with updates to the Section One plan evidence base, have resulted in the re-assessment of all options at this stage, and these are presented within this report.

The threshold for the identification of what constituted a reasonable Garden Community option is 5,000 dwellings. This is broadly based on that of the threshold for the required provision of a new secondary school from a mixed-use development in the ECC Developer's Guide to Infrastructure Contributions - Revised Edition 2016, and otherwise identified as representing a sufficient scale of development to meet the majority of day to day needs of new residents. This will ensure self-sustainability in providing sufficient new homes, fostering economic development, providing new and improved infrastructure, addressing education and healthcare needs and ensuring high quality outcomes.

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

Table 26: The Garden Community Options

| Option | Sub-Option | Reference number for purposes of assessment | Indicative dwelling yield and amount of mixed use / employment land (ha) | Reason for selection / rejection |
|------------------------------|--|---|--|---|
| Tending / Colchester Borders | Option 1: Southern Land Focus | GCEC1 | - 6,611 homes - 7 ha mixed use - 5 ha employment land | The Tendring / Colchester Borders Garden Community has more opportunities for sustainable travel links into Colchester than other options, a major regional centre. The Garden Community is also in close proximity to the University |
| | Option 2: A133 to Colchester - Ipswich rail line | GCEC2 | - 8,834 homes - 10 ha mixed use - 5 ha employment land | |

| Option | Sub-Option | Reference number for purposes of assessment | Indicative dwelling yield and amount of mixed use / employment land (ha) | Reason for selection / rejection |
|------------------------|---|---|--|---|
| | Option 3: North to South wrap | GCEC3 | <ul style="list-style-type: none"> - 11,409 homes - 13 ha mixed use - 7 ha employment land | <p>and high quality employment opportunities. As one of the major centres in the region, Colchester offers a full range of facilities including a hospital and is a major shopping and cultural destination. This would provide high order services not on the garden community within a closer proximity with the opportunities for public transport, walking and cycling links.</p> <p>Colchester is also a major employer in the region and provides a good level and mix of employment opportunities. There is the opportunity to access these opportunities via public transport, walking and cycling.</p> |
| North Colchester | Option 1: East of Langham Lane focus | GCNC1 | <ul style="list-style-type: none"> - 6,606 homes - 7 ha mixed use - 7 ha employment land | <p>The discounting of the North Colchester site for a Garden Community was based on the negative environmental impacts of a large Garden Community on an area of significant landscape and environmental value.</p> |
| | Option 2: Maximum Land Take | GCNC2 | <ul style="list-style-type: none"> - 10,132 homes - 10 ha mixed use - 10 ha employment land | <p>Additionally, the deliverability and sustainability of Garden Communities was considered to be best served by their location in two distinct areas of the Borough as opposed to adjacent communities such as North Colchester.</p> |
| Colchester / Braintree | Option 1: North and South of A12 / Rail | GCWC1 | <ul style="list-style-type: none"> - 16,861 homes - 9 ha mixed use | <p>The Colchester Braintree borders site is in closer proximity to the mainline railway station at</p> |

| Option | Sub-Option | Reference number for purposes of assessment | Indicative dwelling yield and amount of mixed use / employment land (ha) | Reason for selection / rejection |
|-------------------|--|---|--|---|
| Borders | Corridor Focus | | - 10 ha employment land | <p>Marks Tey, which with upgraded facilities would give regular train links to London, Colchester and beyond within walking, cycling or bus rapid transport system to the station. There are also more opportunities for sustainable travel links into Colchester, a major regional centre of facilities and employment.</p> <p>The Colchester Braintree borders site is in closer proximity to Colchester. As one of the major centres in the region, Colchester offers a full range of facilities including a hospital and is a major shopping and cultural destination. This would provide high order services not on the garden community within a closer proximity with the opportunities for public transport, walking and cycling links.</p> <p>Colchester is also a major employer in the region and provides a good level and mix of employment opportunities. There is the opportunity to access these opportunities via public transport, walking and cycling.</p> |
| | Option 2: South of A120 and North of Marks Tey Existing Settlement | GCWC2 | - 17,182 homes - 9 ha mixed use - 11 ha employment land | |
| | Option 3: South of A120 Focus | GCWC3 | - 13,105 homes - 7 ha mixed use - 9 ha employment land | |
| | Option 4: Maximum Land Take | GCWC4 | - 27,841 homes - 16 ha mixed use - 15 ha employment land | |
| West of Braintree | Option 1: Braintree DC only | GCWB1 | - 9,665 homes - 12 ha mixed use - 10 ha employment land | <p>The West of Braintree garden community is suitable and deliverable. Further work will continue to be undertaken with Uttlesford District Council who will be shortly deciding whether to take forward additional land</p> |

| Option | Sub-Option | Reference number for purposes of assessment | Indicative dwelling yield and amount of mixed use / employment land (ha) | Reason for selection / rejection |
|-------------------------------|---|---|--|---|
| | Option 2: Braintree DC and Uttlesford DC Land | GCWB2 | <ul style="list-style-type: none"> - 12,949 homes - 16 ha mixed use - 13 ha employment land | <p>within UDC. If UDC chose to take this option forward, then further evolutions of the proposals will take place, taking into account a wider development area.</p> <p>Officers have balanced the impacts of development, such as the loss of high quality agricultural land and the change in character of the area, with the benefits of the long term delivery of new homes, infrastructure and community facilities and consider that a new standalone garden community is suitable for West of Braintree and are recommending that this is taken forward in the Local Plan.</p> |
| CAUSE 'Colchester Metro Plan' | N/A - Option 1: Metro Plan submission | GCMP1 | <p>6,000 to 8,000 dwellings proposed by CAUSE</p> <p>Note: Further exploration into the option has led to only a cumulative potential of 2,277 dwellings across the four settlements as identified by TDC's call-for-sites submissions within 10 minute walking distance of each rail station and an indicative density of 35 dwellings per hectare.</p> | The CAUSE option has been rejected due its inability to deliver the required growth, linked to deliverability / developability and the availability / lack of promotion of land within the model to the required scales. It is also not considered that a series of smaller developments can successfully combine to meet the requirements of sustainability / Garden City principles. |
| Monks | N/A - Option 1: Proposal as | GCMW1 | - Up to 15,000 homes (5,151 homes in plan | The option at Monks Wood is currently located on the highly |

| Option | Sub-Option | Reference number for purposes of assessment | Indicative dwelling yield and amount of mixed use / employment land (ha) | Reason for selection / rejection |
|--------|------------|---|---|--|
| Wood | submitted | | period) - 245,300m ² of non-residential (mix of commercial / retail / leisure etc.) | trafficked and single carriageway section of the A120. The only other roads in the vicinity are very rural lanes in the vicinity and no opportunity to access a site of this size by other routes. If the A120 project is to go ahead, 1 of the 5 options could see the new A120 run through the site, the other 4 would be distant from the site. Whilst any upgrade option would provide capacity on the existing A120 network, there are no guarantees that the project will go forward. With the exception of option A travel to the strategic highway network would need to be via Marks Tey to the east or Braintree to the west. In addition the project is not due to complete until 2026, so completions would not be able to start until that date. The employment market in Braintree is less strong than Colchester and major new employment areas are proposed on the west side of Braintree which is in close proximity to the West of Braintree garden community. |

The Appraisal of Reasonable Garden Community (GC) Options – Creating a Level Playing Field

It should be noted that the appraisal of Garden Community options is not straightforward, in reflection of their delivery extending significantly beyond the plan period. This makes the identification of social, environmental and economic effects difficult to highlight accurately; however this SA does seek to address the strategic consequences and effects of each Garden Community at its full intended or submitted scale.

A lot of the available information and evidence commissioned for the Plan has been progressed in line with the allocated Garden Communities at this stage. In order to create a level playing field for the assessment of both allocated and alternative options, to the same level of detail, a lot of this information has not been considered within this appraisal. This includes the separate evidence base documents of the whole Local Plans of the three authorities as they area as they adopted different methodologies and the findings are localised to each LPA area and inclusive of Section Two content. These include:

- Infrastructure Delivery Plans
- Local Plan Transport Modelling
- Integrated Water Management Plans

The appraisal of the Garden Community Options has been undertaken using all available information that is relevant for use across all options. In order to ensure a fair and even appraisal of all options, the following evidence base documents were commissioned to aid option selection and the SA. These are highlighted below:

- A North Essex Concept Feasibility Study (AECOM) - July 2016. This study explored the feasibility of various Garden Community options at Tendring / Colchester Borders, North Colchester, Colchester / Braintree Borders and West of Braintree.
- Colchester Metro Town Evaluation of Alternatives (AECOM) – April 2017. This study explores the feasibility and deliverability / developability of the 'Metro Plan' option that was proposed by the Campaign Against Urban Sprawl in Essex (CAUSE). This study uses the same level of information as the July 2016 Concept Feasibility Study and concludes with headline considerations on development capacity, infrastructure requirement and overall assessment. This assessment uses a 10 minute walknet around each station as indicated by the CAUSE submission. This walknet utilises GIS to model walking networks around each station of Thorpe-le-Soken, Weeley, Great Bentley and Alresford. The walknet is determined based on data from the Department for Transport and was built up to include all roads (based upon data from the Ordnance Survey), Public Rights of Way and Bridleways (Essex County Council) within 1 km of the station. Any parts of the network deemed inaccessible for walking were removed from the analysis as constraints (for example motorways or primary roads). In addition an assumed walking speed of 3.1 mph was used in creating a Service Area for a 10 minute walking time around each station. An assessment of the total developable land was conducted. An initial review of the Call for Sites within Tendring identified parcels of land actively being promoted by existing landowners within the 10minute walknet, representing those only that are indicatively 'deliverable / developable.'

- Monks Wood, Braintree Evaluation of Alternatives (AECOM) – April 2017. This study explores the feasibility and deliverability / developability of the Monks Wood proposal as submitted for consideration during the Braintree District Council call-for-sites process. This study also uses the same level of information as the July 2016 Concept Feasibility Study and concludes with headline considerations on development capacity, infrastructure requirement and overall assessment.

Other evidence used in the appraisal of Garden Community Options in this SA has been identified only where comparable information can be utilised across all reasonable alternatives. Where the preferred / allocated Garden Community options from the previous Preferred Options stage have been progressed and form part of the focus of plan wide commissioned evidence, assumptions have been made in order to apply certain principles and tests that are applicable for those alternative options that are not the focus of such evidence.

These evidence base documents and assumptions are:

| Document / Issue | Assumption |
|---|---|
| North Essex Garden Communities Movement and Access Study – 1 March 2017 | That a large number of transport solutions that adhere to Garden City principles options are feasible for the preferred GCs (all sites and specific GCs), however all require a level of existing infrastructure in place for multiple modes of transport. This principle will be applied equally to those Garden Community options that are not considered within the scope of this study. |
| Deliverability / Developability | <p>The Garden Communities are predicated on the assumption that infrastructure will be provided and self-funded. Funding and infrastructure costs have not been considered within any other assessment criteria in order to focus on thematic sustainability impacts. The information utilised for the assessment of options regarding developability / deliverability in this SA is considered consistent to all options in terms of level of detail.</p> <p>Impacts regarding commercial viability of the options can be broadly said to be progressively more positive from east to west associated with property values, however such factors have not been considered in detail within this part of the SA for comparison purposes and to ensure more focused differentiation regarding developability considerations.</p> |
| Emerging Concept Frameworks | The emerging Concept Frameworks for the preferred Garden Communities have not been considered in the appraisal of options at this stage in order to utilise a consistent level of information available for all Garden Community options. |
| The detailed submissions | To further reflect a consistency of approach, the detailed information |

| Document / Issue | Assumption |
|------------------|---|
| | submitted for each site by the landowners / developers of each option have not been taken into account in those instances where they can be seen to offer different levels of information. As such, only those site boundaries and the quanta of development for each Garden Community have been taken from the respective submissions. |

The following table sets out the appraisal of all the Garden Community options in the Strategic Area. In light of the above evidence, consultation responses at the Preferred Options stage, and also in light of the Concept Feasibility also listed above, instances have occurred where a re-assessment of each site has indicated a need to change the previous SA assessment. The previous and revised appraisals of Garden Community Options have been documented and explained in the following table.

Additional options were considered immediately prior to their identification through the Preferred Options consultation. The options were reassessed in line with emerging evidence on a comparable basis as identified above, and also the consultation responses within Annex C. Additionally, the re-assessment focuses more appropriately on a balance of on-site impacts with the possibility of adhering to Garden City principles, with an adapted approach to measuring these to better differentiate between options, particularly in broad areas.

Table 27: Impact on Sustainability Objectives: The Garden Community Options (Allocations & Alternatives)

| 1. Physical Limitations – Absence of insurmountable problems (e.g. access, ground conditions, flood risk, hazardous risks, pollution, contamination and air quality) | Tendring / Colchester Borders | | | North Colchester | | Colchester / Braintree Borders | | | | West of Braintree | | Metro Plan | Monks Wood |
|--|-------------------------------|-------|-------|------------------|-------|--------------------------------|-------|-------|-------|-------------------|-------|------------|------------|
| | GCEC1 | GCEC2 | GCEC3 | GCNC1 | GCNC2 | GCWC1 | GCWC2 | GCWC3 | GCWC4 | GCWB1 | GCWB2 | GCMP1 | GCMW 1 |
| Preferred Options Stage | ? | ? | ? | - | - | ? | ? | ? | ? | + | + | N/A | N/A |
| Draft Publication Stage | ? | ? | ? | ?/- | ?/- | ? | ? | ? | ? | ?/- | ?/- | - | ? |

Headline Impacts:**Tendring / Colchester Borders**

The broad area is well located in terms of existing access and the presence of strategic roads and those that permeate the broad area and those eastern parts of Colchester. There are however some severance issues related to the A120, A137 and the GEM. Flood risk is minimal, with only a concentration of fluvial flood risk associated with the Salary Brook, which would form the required separation between the Garden Community and Colchester / Greenstead. There may however be flood risk impacts in the north western parts of options GCEC2 and GCEC3. No other insurmountable concerns exist at this stage regarding ground conditions, hazardous risks, pollution, and contamination. There may however be some concerns regarding air quality associated with development in the broad location and resultant traffic movements into Colchester town; there are a number of AQMAs that exist at Brook St / Magdalen St, East St / Lower Ipswich Road and also the Harwich Rd / St Andrews Avenue junction. It has been considered that the options will generally have uncertain impacts at this stage in regard to both positive and negative impacts. Regarding water quality, the AA states that, 'the measures provided in the Section 2 Local Plans will also provide sufficient certainty that the overall strategic growth proposed in North Essex as part of the Section 1 for Local Plans will not result in significant adverse effects on the Stour and Orwell Estuaries SPA/Ramsar, Colne Estuary SPA/Ramsar, or Essex Estuaries SAC as a result of changes in water quality.'

North Colchester

The broad area is relatively free from physical constraints and limitations with no insurmountable concerns existing at this stage regarding ground conditions, hazardous risks,



pollution, and contamination. The presence of the A12 to the south of the site is beneficial to the sustainability of the broad area. Despite this, issues are prevalent regarding how access to strategic roads can be integrated successfully with the current network in north Colchester. This is also in light of the possible cumulative impacts of development at the scale required with recent (and planned) strategic scale development in north Colchester; there will be a need to restrict unnecessary traffic flows which could increase congestion along this strategically important route. It can be expected that the functionality of any forthcoming development at a Garden Community scale will be dependent upon bridging and facilitating sustainable linkages across the A12 connecting with Colchester to the south. There are also significant implications surrounding the existing 20ha Solar Farm on site which could afflict any scheme from being planned specifically to the requirements of Garden City principles and for this reason negative impacts are highlighted.

Colchester / Braintree Borders

Road infrastructure and junction access and capacity represent the main barriers to development at this broad location, although the presence of strategic roads in this area ensures that the location is broadly sustainable in principle. To some degree negative impacts can be expected to be partially eradicated through the planned highways infrastructure regarding the A12, however much also depends on the finalised route option for the A120 Braintree to the A12 scheme at this stage, and as such impacts are uncertain. Issues surrounding severance exist for all options, with comparably minor impacts highlighted for GCWC3 due to development not being proposed north of the existing A120. This again will largely depend on the re-routing of the A120. There are no other physical limitations relevant to ground conditions, flood risk, hazardous risks, pollution and contamination associated with the site that can not be adequately factored into any development of this scale through effective masterplanning. The re-assessment of the site at this stage concludes that the proposal would have both negative and positive impacts at the current stage. Negative impacts are not insurmountable in practice, however solutions may be less affordable than those at other locations explored as identified in the North Essex Garden Communities Movement and Access Study (2016). Should a compatible proposal be forthcoming regarding the finalised route option for the A120, then the options would have more definite and identifiable impacts regarding this sustainability objective.

West of Braintree

It is likely that a new A120/B1256 western junction and an interim A120/B1256 eastern junction upgrade will be required, however a full upgrade has been identified as not possible until the existing quarry on site is exhausted adjacent to the junction and restored. There are therefore implications regarding the allocated minerals extraction site within the broad location associated with both options, which has some additional issues surrounding intended restoration within the Minerals Local Plan and an accompanying Minerals Site Restoration for Biodiversity SPG. Despite this, the minerals site is temporary in nature and restoration proposals can be reconsidered or relocated in light of the additional wider sustainability benefits of a Garden Community in this location. Access arrangements to strategic roads are not direct, however the close proximity of the broad area to the A120 ensures that sustainable access can be ensured through effective masterplanning. There are no other physical impacts on the site that can not be similarly overcome. Despite this, a re-assessment of the site at the time of writing indicates that, and until the final restoration proposals of the quarry are known in light of the emergence of the area as a Garden Community option, there will now be some uncertain impacts regarding the options. It should be noted however that any successful compromise between the quarry requirements as stated in the Minerals Local Plan and those of Garden City principles will ensure that both options will likely fully meet this sustainability objective / Garden City



principle, as initially assessed at the Preferred Options stage.

The 'Metro Plan'

In summary, growth at each location does not respond well to access to the strategic road network, which is required in consideration of a need for inclusive, flexible choices for transport movements. Access to B-roads will additionally likely require junction improvements, and it is uncertain how successful growth corresponding to the expansion of existing settlements would integrate with existing infrastructure. Each site has a small element of fluvial flood risk (zones 2 and 3), associated with Holland Brook in Thorpe-le-Soken (although flood defences exist); Weeley Brook in Weeley and at the western edge of the broad area; Bentley Brook in Great Bentley; and Sixpenny Brook in Alresford. None of these areas are significant however; taking up a small percentage of the land within those are as explored at each broad location, however mitigation may have a more significant impact on available land for growth. Great Bentley however is almost entirely within a Groundwater Protection Zone (zones 1, 2 and 3). In light of the above, the option has been assessed as being unlikely to meet criteria without significant impacts, associated with inclusive access, groundwater issues at Great Bentley and the ability to avoid / mitigate areas of flood risk at each location.

Monks Wood

Road infrastructure and junction access and capacity represent the main barriers to development at this broad location, with the future of the A120 beneficial to the principle of development in this area, although no significant severance issues exist. Existing access and the road infrastructure currently serving the proposal site would need re-modelling entirely within any detailed proposal. Congestion on the A120 along this single lane stretch of the A120 towards Marks Tey railway station is a current issue, however measures to eradicate this will be forthcoming from the planned A120 dualling and re-routing should the options be selected for the A120 to continue along its current route. Currently only one of the five options for re-routing being explored would support the principle of development at the scale required in this location. If other options for the A120 re-routing were selected, then significant interconnectivity issues would be prevalent in connecting development to the strategic road network. There are no other physical limitations surrounding the site that can not be adequately factored into any development of this scale through effective masterplanning. The assessment of the site at this stage concludes that the proposal would be unlikely to fully meet criteria. And uncertain impacts have been assessed. Should a suitable proposal be forthcoming regarding the finalised route option for the A120 along its current route, then the option would have more definite and identifiable impacts.

| 2. Impacts – Acceptable impacts on high quality agricultural land, important landscape features, townscape features, sites of nature conservation interest and heritage assets | Tendring / Colchester Borders | | | North Colchester | | Colchester / Braintree Borders | | | | West of Braintree | | Metro Plan | Monks Wood |
|--|-------------------------------|-------|-------|------------------|-------|--------------------------------|-------|-------|-------|-------------------|-------|------------|------------|
| | GCEC1 | GCEC2 | GCEC3 | GCNC1 | GCNC2 | GCWC1 | GCWC2 | GCWC3 | GCWC4 | GCWB1 | GCWB2 | GCMP1 | GCMW 1 |
| Preferred Options Stage | ? | ? | ? | ? | ? | ? | ? | ? | - | ? | ? | N/A | N/A |
| Draft Publication Stage | ? | ? | ?/- | - | - | ?/- | ?/- | ? | - | ?/- | ?/- | - - | ?/- |

Headline Impacts:

Tendring / Colchester Borders

Options GCEC1, GCEC2 and GCEC3 all contain Grade 1 Agricultural Land (determined 'excellent' by Natural England) along much of the eastern boundary; however the requirements for a belt of countryside to prevent sprawl has scope for its protection. The existing natural landscape and ecological features within the options such as Salary Brook, Welsh Wood, woodland, ancient woodland and a network of intact hedgerows and associated veteran trees, land drains and ditches, if protected, conserved and enhanced, have the potential to form key landscape structuring components of the Garden Community and related green infrastructure network. Although these features could be considered constraints, such an established network would be considered a considerable benefit to the wellbeing of future communities, and it should be noted that the features enable the option to adhere positively to Garden City Principles. Natural England's National Character Area Profile: Northern Thames Basin, in which this area lies, indicates that the rural urban fringe should be conserved and enhanced through the spatial planning process and through good design in development. This indicates that the principle of development is acceptable. For the purposes of comparison, those options with a larger scope have both the potential for larger constraints and opportunities, although it should be noted that GCEC3 contains a SSSI (Bullock Wood) which is likely to require more sensitive consideration in regard to preservation and enhancement as part of a belt of countryside to prevent coalescence with Colchester. The HRA indicates that the site is within the Essex Estuaries SAC and Colne Estuary SPA / Ramsar zones of influence, and further suggests that there could be recreational pressure on the SAC resulting from the scale of development in this area and visitors to the estuary. The AA concludes that mitigation is possible regarding the loss of off-site habitats. It states that, 'wintering bird surveys will be required for Tendring Colchester Borders Garden Community as part of any project level development proposals and masterplanning, to determine the sites individual importance for golden plover and lapwing and inform mitigation proposals. A commitment to mitigation and phasing of Tendring Colchester Borders Garden Community is required within the Section 1 Strategic Plan dependent on the findings of bird surveys. In the unlikely but possible event that cumulative numbers of SPA birds affected are likely to exceed thresholds of significance (i.e. >1% of the associated European



Site), appropriate mitigation in the form of habitat creation and management in perpetuity, either on-site or through provision of strategic sites for these species elsewhere, will be required. If required, mitigation will need to create and manage suitably located habitat which maximises feeding productivity for these SPA species, and such mitigatory habitat would need to be provided and fully functional prior to development which would affect significant numbers of SPA birds.' All options have a number of Listed Buildings across the options which should be preserved; the topography of the land indicates benefits to the proposals in the form of integrating development into a natural context. Overall, uncertain impacts are relevant for all options, with additional considerations given to the presence of a SSSI in GCEC3.

North Colchester

Both North Colchester options include large areas of land identified as Grade 2 Agricultural Land, classed as 'very good' by Natural England, with GCNC2 having an additional proportion of Grade 1 'excellent' Agricultural Land. The sites both have issues surrounding Listed Buildings and their settings; however there are not considered to be any insurmountable issues regarding development at either scale. Although ecological assets exist throughout, both sites do not contain any wildlife designations, and so have scope to introduce these within proposals in conformity to Garden City principles. The site's relationship to the town of Colchester to the south is critical to the sites accessibility and sustainability, however maintaining this relationship is likely to ensure that any buffer between the two can only be minimal. This would see the site develop as a potential urban extension with a surrounding belt of countryside to the south being difficult to implement without impacts on settlement form. Natural England's National Character Area Profile: Northern Thames Basin, in which this area lies, additionally indicates that the rural urban fringe should be conserved and enhanced through the spatial planning process. Despite there being little in the way of impacts on site, the potential for negative impacts are significant surrounding any future expansion of the Dedham Vale AONB, the National Character Area to the immediate north of the North Colchester option. It would be unlikely that any mitigation or design requirements would be acceptable if the AONB were to be expanded; a proposal that has been explored and supported in recent years. Overall, the site can be considered to have negative impacts on settlement form as an adjacent community to Colchester, the possibility of the site impacting on the landscape significance of the AONB should it be expanded, and the loss of Grade 1 agricultural land in regard to GCNC2.

Colchester / Braintree Borders

Options GCWC1, GCWC2, GCWC3 and GCWC4 all include land that is identified as Grade 2 Agricultural Land; classed as 'very good' by Natural England. Of these options, GCWC3 can be seen to offer a smaller proportion of development on Grade 2 Agricultural Land, with development expected to occur on Grade 3 (a lesser quality). Options GCWC1, GCWC2 and GCWC4 also contain the Marks Tey Brickpit SSSI, however its location at the north east boundary in each instance ensures that this designation can be protected and enhanced through the requirements of a surrounding belt of countryside to prevent sprawl and other mitigation. Option GCWC3 does not have any implications in this regard, although detailed proposals would have to be sensitive to the presence of Domsey Brook. Options GCWC2 and GCWC4 are in close proximity to a Scheduled Monument (a Roman villa 450m south of Warren's Farm to the north) and could affect the setting of this asset, however the specific impacts of the options, and their significance, would have to be subject to specialist assessment once more detailed masterplanning is forthcoming. Option GCWC1 does not extend as far north west in proximity to the Scheduled Monument as Options GCWC2 and GCWC4 as to warrant the same expected level of potential impact; however the same issues would have to be investigated. Option GCWC3 is assessed as unlikely to impact on this designation. All the options contain a small number of Listed Buildings, in reflection of the size of the proposals, and



although impacts on their setting would have to be further investigated, it is believed that at this strategic level, the scope of all proposals ensures that impacts can be avoided. The landscape implications of the proposals vary commensurate to the scale of each proposal, with GCWC4 expected to have more significant impacts than GCWC1 and GCWC2, with GCWC3 expected to have less impact in comparison to all the other options. Natural England's National Character Area Profile for the South Suffolk and North Essex Claylands, within which the options lie, states that the contrasts within the local landscape character, between the plateau and river valleys should be retained, with an enhancement of the balance between the urban and rural landscapes. This is true of options GCWC1, GCWC2 and GCWC4. It adds that the character of the area's settlements should be maintained in the rural areas and urban encroachment kept to a minimum. For this reason, minor negative impacts are possible commensurate to the scale of options. The Landscape Character Assessment (2006) states that the landscape character of the broad area is not particularly sensitive to change, with limited views associated with medium to large field patterns and mature hedgerows, however the northern part of wide area has implications associated with the Blackwater River Valley Landscape Character Area which is more sensitive to views. The impacts expected from each option are indicative of their scale in each regard, and as such a range of impacts have been highlighted in this appraisal. Nevertheless, it should be noted that at the each options' scale, mitigation can be expected to be possible. The AA concludes that the site will not have any specific impacts related to the loss of off-site impacts on Natura 2000 sites. Overall, uncertain to negative impacts are highlighted across these Garden Community options in response to scale, and possible impacts at this stage on SSSIs and a Scheduled Monument as well as wider landscape implications.

West of Braintree

Options GCWB1 and GCWB2 both include land that is identified as Grade 2 Agricultural Land; classed as 'very good' by Natural England. Both options also include land allocated for minerals development within the adopted Minerals Local Plan (MLP). This land, in the south east portion of both options, is also identified as a flagship restoration scheme; as a result, measures already exist to increase biodiversity on the site. Explored in isolation, there are no perceived incompatibilities of this with the requirement of both GCWB1 and GCWB2 to provide a belt of countryside to prevent urban sprawl. It should be noted that a significant Country Park (Great Notley) exists in close proximity to the south of the broad area and this is identified within the ECC Country Parks hierarchy as a 'destination park' with a significant recreational offer. GCWB2 includes the designation of Boxted Wood, a LoWS and Ancient Woodland whereas GCWB1 extends to its eastern extent. Due to its location, and the requirement of the belt of countryside previously mentioned, the location of Boxted Wood is not considered an insurmountable issue to either option, however it is recommended that measures to conserve and enhance are sought through any eventual masterplanning, particularly for GCWB2. The northern boundary of both options also abuts the Conservation Area of Great Saling which contains a range of listed buildings including grade II as well as the Registered Park and Garden of Saling Grove. In addition, 'Pods Lane' is a designated Protected Lane which, as a heritage asset, would likely need to be integrated into any new Garden Community. It is perceived that impacts are unlikely to be insurmountable and that the preservation or even enhancement of the setting of these heritage assets can be ensured through adherence to Garden City Principles. GCWB2, in regard to its inclusion of the Great Saling airfield may also have archaeological implications, however further detail would be required as to the potential future of the airfield in any forthcoming masterplan. The AA concludes that the site will not have any specific impacts related to the loss of off-site impacts on Natura 2000 sites. Overall, uncertain / negative impacts are highlighted for both options in relation to the presence of the Minerals Allocation on site, however it should additionally be noted that should this be overcome, more positive impacts would be prevalent for both options.



The 'Metro Plan'

Agricultural land in the various broad locations ranges from predominantly good / moderate (grade 3) in Thorpe-le-Soken and Weeley and very good (grade 2) in Great Bentley and Alresford. Landscape sensitivity varies within the locations. Natural England's National Character Area Profile: Northern Thames Basin, in which this area lies, includes that the dispersed settlement character should be retained through careful design and location of new development. It is not certain whether the expansion of numerous existing small settlements in the area would be acceptable within the area. Additionally, the TDC Landscape Character Assessment (2001) states that Thorpe-le-Soken (Clacton and Sokens Clay Plateau LCA) is in an area with a need to conserve low density settlement patterns with the retention of strategic gaps between settlements are important to maintain their individual identities. Weeley (Holland Valley System and Clacton and the Sokens Clay Plateau Landscape Character Areas) additionally has protection recommendations in the assessment stating that high density or mass produced housing designs would not be appropriate and that limited building should only be accommodated with care in siting and design. Great Bentley falls within the St Osyth Great Bentley Heaths and the Alresford Valley System Landscape Character Areas, where high density or mass produced housing designs would not be appropriate, and with plateau edges that are particularly sensitive to development due to any built development being highly visible in this large scale open landscape. Alresford is within the Bromley Heaths Landscape Character Area, which has a large scale open landscape with any new development being highly visible over long distances. The Landscape Character Assessment (2001) adds that within this area, the identity of individual villages should be maintained due to the ancient rural settlement pattern. The scale of development at each broad area is in each instance unlikely to be able to factor in effective landscape and design requirements without diminishing developable areas. The area in and around the Thorpe-le-Soken and Weeley proposed locations have a mosaic of habitats including ancient woodland, (the nationally recognised and protected Weelyhall Wood SSSI), and a number of Local Wildlife Sites (LoWS). Although Alresford is predominantly absent of ecological designation, the Great Bentley broad area also contains a number of LoWS. Although not a considered within the scope of the HRA due to it not being a preferred option, the AA indicates that all sites within this option are within the Essex Estuaries SAC and Colne Estuary SPA / Ramsar zones of influence (as evidenced by the fact that this is the case for Tendring / Colchester Borders Garden Community options), and further suggests that there could be issues with the loss of off-site habitats. The mitigation requirements of the Tendring / Colchester Borders can be expected to apply to this option also, however it is considered that any creation of offsetting habitats would be comparatively more difficult to integrate. It is felt that at the scale likely to be required, the developable areas of each growth location would be significantly diminished to accommodate the requisite land to reduce such pressures. Regarding the historic environment, the Thorpe-le-Soken area contains Thorpe Hall, a Grade II listed park and garden which dominates the north-eastern part of the broad location. Additionally, there are several Grade II listed buildings proximate to the area, as is also the case within the Weeley, Alresford and Great Bentley broad locations. Additionally in Great Bentley there is a Grade I listed Church along Plough Road, the setting of which would be difficult to preserve through development of the scale intended. Overall, the dispersed model of growth within numerous settlements will all create negative impacts singularly. The scale of development in each instance ensures that effective mitigation and enhancement is unlikely to be provided on site. For this reason, significant negative impacts are highlighted.

Monks Wood

Natural England's National Character Area Profile for the South Suffolk and North Essex Claylands, within which the options lie, states that the contrasts within the local



landscape character between the plateau and river valleys should be retained, with an enhancement of the balance between the urban and rural landscapes. It adds that the character of the area's settlements should be maintained in the rural areas and urban encroachment kept to a minimum. There can be considered to be a negative impact in the broad area in accompaniment with the site being additionally located within the Blackwater River Valley Landscape Character Area, as identified in the Landscape Character Assessment (2006). The skyline of the valley slopes in this area is visually sensitive, with potential new development being visible to and from adjacent Landscape Character Areas and also within views across and along the valley. There is also a sense of historic integrity, resulting from historic settlements and a dispersed settlement pattern. The quality of agricultural land is predominantly very good (Grade 2). The area around the proposed site includes a mosaic of habitats including ancient woodland, arable fields, semi-improved grassland and the River Blackwater. There are a number of Local Wildlife Sites (LoWS) both in and around the proposed site, largely designated for woodland habitat. Despite this, the scale of the proposal is such that the LoWS can be retained within an effective and suitable proposal, in line with Garden City Principles, with the addition of green linkages between them and to existing habitats located on the periphery of the site. The AA concludes that the site will not have any specific impacts related to the loss of off-site impacts on Natura 2000 sites. Regarding the historic environment, the study area contains 24 Listed Buildings (I, II and II*) within or on the immediate periphery of the site area. The setting of these buildings should be of key consideration with any new development, particularly the open setting which they currently enjoy. There are several areas on the site (including the whole north-western corner adjacent to Pattiswick, the areas around Gatehouse Farmhouse and Vineyard Cottage, and the areas adjacent to Monkswood House and Monkswood Cottage, and adjacent to The Old Rectory and Cradle House) which would be considered to have a significant adverse effect which would be difficult to mitigate (BDC Heritage Impact Assessment 2016); ensuring that that the site would be generally unsuitable to be developed in this area. It can be considered however that the protection of these assets could be possible in line with Garden City Principles. An archaeological assessment of the site (BDC Heritage Impact Assessment 2016) identifies that the site contains surviving historic landscape features, some of which may be medieval in origin. There is potential for prehistoric and later archaeological remains to survive and possible Roman settlement and ritual activity which would be of regional significance. This would have to be subject to further detailed assessment should the proposal be progressed. Overall, the option has been assessed as having uncertain to negative impacts associated predominantly with the landscape implications within this area the Blackwater river valley, and also regarding local wildlife sites and the significance of the historic environment. It is possible that these could be factored into any successful scheme however, and that landscape issues can be minimised through exemplar design requirements.

| 3. Environment / Amenity – Acceptable relationship with and impact on occupiers of existing properties and neighbouring areas/towns (maintaining adequate separation) | Tendring / Colchester Borders | | | North Colchester | | Colchester / Braintree Borders | | | | West of Braintree | | Metro Plan | Monks Wood |
|--|-------------------------------|-------|-------|------------------|-------|--------------------------------|-------|-------|-------|-------------------|-------|---------------|---------------|
| | GCEC1 | GCEC2 | GCEC3 | GCNC1 | GCNC2 | GCWC1 | GCWC2 | GCWC3 | GCWC4 | GCWB1 | GCWB2 | GCMP1 | GCMW 1 |
| Preferred Options Stage | ++ | ++ | + | - | - | ? | ? | ? | ++ | ++ | + | N/A | N/A |
| Draft Publication Stage | + | + | ?/+ | ?/- | ?/- | ?/- | ?/- | ?/- | ?/- | ?/- | ?/- | -- | ?/- |

Headline Impacts:

Tendring / Colchester Borders

Options GCEC1 and GCEC2 will have positive impacts associated with the topography of the area constraining views into and across the sites, which are assessed as reducing the visual impacts of any Garden Community. The existing Local Nature Reserves of Salary Brook and Welsh Wood create the basis of an established and high quality buffer between Colchester and any new Garden Communities to the west, and there are no other existing settlements to the east that would be affected by any of the options at their stated scales. Option GCEC3 has additional considerations to take into account regarding the A137 Harwich Road which bisects the area around Fox Street. Maintaining a clear separation of this settlement may fragment the wider development, in particular that area to the north of the railway line. For that reason, impacts are not highlighted as positively for this option.

North Colchester

Options GCNC1 and GCNC2 have slightly differing impacts, associated with the impact on the existing settlements of Langham to the north (in regard to GCNC1) and also to the linear development to the west (in regard to GCNC2). In consideration of the location and size of the Solar Farm existing at Boxted Airfield, it is uncertain to what extent option GCNC1 could adequately ensure a degree of separation with Langham whilst simultaneously ensuring that wider Garden City Principles are met, where the extent of land available for housing and employment delivery is uncertain at this current time and over the plan period. It is understood that the promoter of the site for development could remove the solar farm upon expiry of its consent, with the land then developed for housing; however in the interests of sustainability, the removal of a renewable energy facility could not be considered positive. Option GCNC2 does not have such significant considerations, however, extends further west.



Colchester / Braintree Borders

Regarding options GCWC1, GCWC2, GCWC3 and GCWC4 there will be varying different implications associated with settlement coalescence; these are largely commensurate to the different scales of the proposals. It should be noted however that coalescence can be prevented in all options with similarly varying degrees of countryside acting as a buffer; a surrounding belt of such being a Garden City Principle to which all options can fully meet. Impacts on the residential amenity of the settlements of Marks Tey and Little Tey however are not as positive with options GCWC1, GCWC2 and GCWC4 possibly assimilating the aforementioned settlements into the Garden Community. A buffer separation will likely be needed to be developed through masterplanning to minimise certain impacts on existing communities, and it could be considered that the scope for this would be maximised through the larger option GCWC4 with enough available land to have limited knock on effects regarding adhering to other Garden City Principles. Option GCWC3 has been assessed as not having these specific considerations in addition to its required countryside belt protecting any properties to the south. Overall however, the presence of multiple existing settlements within the broad area lead to uncertain to negative impacts being highlighted.

West of Braintree

There are limited numbers of existing residential properties in the area of both options GCWB1 and GCWB2, however the small settlement of Blake End exists to the south west of the site and is located adjacent to a junction corresponding to possible access to the broad area from the B1256. It should be noted that assimilation of Blake End is not assumed, in so far as a required belt of surrounding countryside would act as a buffer, however there may be transport implications and perceived loss of amenity in that regard. To the north, both options extend towards Great Saling, however as previously mentioned this would be buffered with countryside to prevent sprawl, and a Registered Park and Garden exists at the boundary extent; the preservation of the setting of which is likely to ensure that the new Garden Community does not negatively impact residents of the existing settlement further to the north. Specifically in relation to GCWB2, additional considerations would be to the amenity of residents in Stebbing Green and a desire to ensure separation. In isolation this is not considered an insurmountable issue however the presence of Boxted Wood within the area to the immediate east of any required buffer, could limit the suitability of this eastern part of the option. Uncertain to negative impacts are highlighted in this re-assessment in line with a comparable assessment of all Garden Community options.

The 'Metro Plan'

The Metro Plan option adopts a different approach than the other Garden Community options, in so far as it represents a series of expanded settlements at Thorpe-le-Soken, Weeley, Great Bentley and Alresford. To that extent, the impacts on this sustainability objective / Garden City Principle are significantly negative; a focus on the aforementioned settlements' rail stations represents new development that permeates into the existing settlements, significantly increasing their size. The distances between the settlements are relatively short, and strategic gaps will be diminished, with likely negative cumulative impacts associated with landscape holistically and in consideration of the importance of wider historic settlement patterns. The option is therefore unlikely to meet the sustainability objective criteria 'Garden City principle without significant negative impacts.



Monks Wood

The area is in a valley (associated with the river Blackwater), with the valley slopes being visually sensitive, particularly to new development at the scale proposed; this would be visible across and along the valley. There is also a sense of historic integrity, resulting from historic settlements and a dispersed settlement pattern. At present, the site boundary lies within 400m of the built form of Coggeshall at its closest point, however a surrounding belt of countryside, as required of Garden City Principles would ensure impacts can be suitably mitigated. Further to the west, the site boundary extends to that of Pattiswick. In view of this, it can be considered that the proposed site would lead to coalescence with Pattiswick (including the possible subsuming of the dispersed settlement) however at the scale proposed, the Garden Community option can be considered able to ensure adequate separation is factored into the wider scheme whilst simultaneously ensuring that impacts on the rural and historic character of existing settlements in the broad area is minimised. Uncertain / negative impacts are highlighted in response to this, however it should be noted that a smaller scale option at this location that addresses issues of coalescence and reflects historic settlement patterns would benefit from an increased likelihood of mitigation measures being possible.

| 4. Transport – Incorporation of integrated and accessible sustainable transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport | Tendring / Colchester Borders | | | North Colchester | | Colchester / Braintree Borders | | | | West of Braintree | | Metro Plan | Monks Wood |
|---|-------------------------------|-------|-------|------------------|-------|--------------------------------|-------|-------|-------|-------------------|-------|------------|------------|
| | GCEC1 | GCEC2 | GCEC3 | GCNC1 | GCNC2 | GCWC1 | GCWC2 | GCWC3 | GCWC4 | GCWB1 | GCWB2 | GCMP1 | GCMW1 |
| Preferred Options Stage | + | + | ? | ? | ? | + | + | + | ? | ? | ? | N/A | N/A |
| Draft Publication Stage | + | + | + | ?/- | ?/- | ? | ? | ? | ?/- | ?/- | ?/- | + | - |

Headline Impacts:

Tendring / Colchester Borders

For Tendring / Colchester Borders options, the presence of the Great Eastern Mainline and rail links at Hythe exist as a rapid public transport link to Colchester; it would be likely however that additional new infrastructure would be needed, possibly at the University in the south or towards the A120 in the north, with interconnecting public transport links integrated into all parts of both sites. The existing strategic and local bus networks currently set down and pick-up in close proximity to both sites with a bus interchange located



at the University campus. Within the Colchester Borough Council Local Plan, provision is made for a dedicated bus corridor to support development in North Colchester; anticipated to be delivered on the back of the redevelopment of the former Severalls Hospital. Consultants Jacobs have been instructed by ECC to develop options for a rapid transit system linking the site, University and town centre. A Bus Rapid Transit (BRT) would appear a sustainable option in light of other public transport links, utilising a number of possible routes into Colchester town centre and possibly to the Hythe rail station. Option GCEC3 had previously (at the Preferred Options stage) been assessed as only partially meeting the criteria of the sustainability objective / Garden City principle due to the spatial size of the site, however it is now considered more possible that a further level of site wide connectivity will be required in view of the deliverable area of the option not necessarily being any significantly different under this option, with elements of the larger site benefitting from existing public transport infrastructure. The extent of existing public transport infrastructure in and around the site, as well as the site's relatively close proximity to Colchester town, ensure that positive impacts are highlighted in this assessment.

North Colchester

It should be noted that options GCNC1 and GCNC2 do not benefit from an existing rail link. It can be considered that only bus, walking and cycling opportunities appear suitable, and the options could seek to benefit from links to the existing Park and Ride scheme a kilometre from the broad location to the west and strategic road links to the east and south. The options both have a reliance on the road network for public and private transport movements. Should bridging of the A12 be possible, or existing bridges be upgraded, then access to wider public transport initiatives could be present to the Northern Gateway. Despite this however, links to the A12 and the strategic road network are likely to prove private car use attractive and it is uncertain whether there will be any benefits to the town centre through bus links only given the proximity and ease of access to out of town centres. A re-assessment of the North Colchester options at this stage highlight uncertain / negative impacts in light of the absence of existing rail links and the possibility of traffic movements being private. It is considered that this reflects a more accurate assessment of the options in light of other options (and for the benefit of differentiating between them for comparison purposes) and also those assumptions made as a result of the findings of the North Essex Garden Communities Movement and Access Study evidence base document.

Colchester / Braintree Borders

The Colchester / Braintree Borders options all benefit from the presence of the Great Eastern Mainline running through the site, and also the existing rail station at Marks Tey. In addition, the infrastructure commitments regarding the A12 are likely to prove increased bus links suitable and viable options. Despite this, there is a possibility that these infrastructure improvements would warrant sustainable transport means less attractive in favour of private car journeys and issues of severance exist regarding the A12 and the current route of the A120 ensure that walking and cycling infrastructure through the larger site options could prove difficult to integrate. Work will however be required to adequately ensure the interconnectivity of the whole site by sustainable means. The Marks Tey / Little Tey area is already connected by public transport - both bus and rail (Marks Tey rail station) to Colchester, Braintree and other centres, including London. This is an advantage for developing a sustainable transport system for any Garden Community option. The A120 re-routing options, currently out on consultation at the time of writing, may similarly offer enhanced bus services through the site to key centres. There is a need for a public transport network to be high frequency, connecting key nodes, including the railway station, and creating the conditions to achieve greater modal shift away from the car for local and longer distance trips. Specifically for option GCWC4, the scale of the option might lead to the existing Marks Tey rail station to be constrained, and



an additional station more centrally within the site might need to be explored that operates similar to a branch line to the existing station. This leads to general uncertain / negative impacts. As such, impacts are likely to be less positive in line with scale of required improvements. Overall, the possibilities of integrating high quality sustainable transport options exist uniquely at the broad area, however the requirements for new infrastructure are considered of a scale that can only give rise to uncertain impacts at this stage.

West of Braintree

Options GCWB1 and GCWB2 have been highlighted as currently having uncertain / negative impacts. Both options do not benefit from an existing rail link and in addition links to the A120 and the strategic road network are likely to prove private car use attractive. It is therefore more uncertain whether there will be any benefits to the town centre through bus links only given the proximity and ease of access to Chelmsford and out of town centres such as Freeport. Connecting the options with the Flitchway could however provide direct links with Braintree and Braintree Railway Station. The establishment of links south of Flitchway would connect Skyline 120 for employment and Great Notley Country Park for leisure / recreational activity. Regarding public transport, the direct access of the site to the A120 can be considered advantageous in terms of connecting the site with North Essex inter-urban bus routes, providing connectivity with Stansted Airport and employment centres and the existing settlement. The opportunity to achieve a development of significant scale with population critical mass may rely on a system with greater connectivity and speed such as a form of rapid transit network. Without this inter-urban/ inter-regional public transport system, the risk exists that the majority of journeys external and internal to the site would likely be car based in this area..

The 'Metro Plan'

The Colchester Metro Town proposal is based on the notion of expanding settlements that benefit from an existing railway station, providing direct connectivity to the employment and centres of Colchester and Clacton-on-Sea. In this context, this proposal theoretically responds to the Garden Communities principle of transit-oriented development. It should be noted however that much of the developable land at each location would be residential, with key services, facilities and employment opportunities being provided at existing centres of Clacton and Colchester. This limits the positivity of impacts, in so far as travelling distances will be larger than for other options. This is also likely to be the case for other retail, leisure and recreational uses. The principle of the option responds to development being focussed within a 10 minute walk at each of the four expanded villages' rail stations. The provision of convenient and safe walking and cycling routes to each station is identified as possible to integrate into each development, offering positive benefits to the proposal. CAUSE also support the development of a tram-train service on the Sunshine Coast line with opportunities to link different sites with Colchester at a greater frequency and allowing street running trains to serve Colchester town centre for greater public transport integration. Despite this however, it is likely to be more challenging to achieve such a system as well as a fully integrated and sustainable transport network in line with offering bus links, particularly in relation to existing and new services. It should be noted that none of the villages, and specifically their railway stations, benefit from being in close proximity to A-roads, with access dependent on rural roads only. This may impact on the ability to fully integrate these settlements with other public transport infrastructure / methods, which is likely to be required to compliment the rail service. The option has however been assessed as having positive impacts in line with focussing development within a 10 minute walk of existing rail links, considerations regarding the current (existing) capacity of the rail service along the Sunshine Coast, and the fact that a comparably lower level of infrastructure would be required.

Monks Wood



The absence of an existing rail station to serve the development option hinders the ability of the proposal to improve sustainable movements to main employment areas and in response to a need to reduce the need for private car use. The closest rail station is at Kelvedon, over 5km away to the southeast, which would be unsuitable to rely upon due to the access implications of this station through the villages of Feering and Kelvedon and its current use as the principal station serving settlements within a wide geographic area. It is felt that, in light of these considerations, it would be unsustainable for Kelvedon to additionally act as the principal rail station to serve the needs of any new Garden Community at Monks Wood. This is notwithstanding the public transport aspirations of Garden City principles, which require a significant modal shift from private car use. It is possible that the A120 re-routing scheme, should a relevant option be taken forward that supports growth at Monks Wood, would increase access to Braintree Freeport Station approximately 8km to the west of the site, however significant attractive public transport infrastructure solutions would need to be developed to support public transport links to this location from the Monks Wood proposal. It should also be noted that existing Braintree stations are located on a branch line, with questions regarding whether the existing frequency of services would be suitable for the additional influx of passengers from the Monks Wood proposal in addition to identified growth at Braintree. Marks-Tey station is located approximately 10km to the east of the site, however any integrated public transport links to this station would likely only be feasible should the Colchester / Braintree Borders Garden Community option (principally the public transport solutions that would be viable at this Garden Community) be additionally taken forward; the cumulative impacts of these two Garden Community locations would give rise to significant negative impacts on a range of sustainability criteria in the broader area. The broad Monks Wood area is served by several strategic bus routes operating on the A120 between Ipswich and Stansted, Stansted and Colchester, Colchester and Chelmsford and Witham to Harwich; however these bus services currently stop over 1km from the proposal site and are infrequent. It is considered that public transport options are limited to bus services in this location, which are heavily dependent on the preferred A120 re-routing scheme once identified and commitments made. This considered, at present the proposal is unlikely to meet the sustainability objective criteria / Garden City Principle without significant negative impacts on existing local rail stations; however once the preferred A120 re-routing scheme is known the ability to make more informed judgements regarding overall and alternative public transport options / solutions can be made. Overall, minor negative impacts are highlighted for comparison purposes with other options.

| 5. Resilience - Positive contribution towards maintaining resilient town centres and identified regeneration and development priority areas and institutions (including Essex University) | Tendring / Colchester Borders | | | North Colchester | | Colchester / Braintree Borders | | | | West of Braintree | | Metro Plan | Monks Wood |
|---|-------------------------------|-------|-------|------------------|-------|--------------------------------|-------|-------|-------|-------------------|-------|------------|------------|
| | GCEC1 | GCEC2 | GCEC3 | GCNC1 | GCNC2 | GCWC1 | GCWC2 | GCWC3 | GCWC4 | GCWB1 | GCWB2 | GCMP1 | GCMW1 |
| Preferred Options Stage | ++ | ++ | ++ | + | + | + | + | + | ? | ? | ? | N/A | N/A |
| Draft Publication Stage | ++ | ++ | ++ | + | + | ?/+ | ?/+ | ?/+ | ? | ?/+ | ?/+ | ++ | ?/- |

Headline Impacts:

Tendring / Colchester Borders

Options GCEC1, GCEC2 and GCEC3 have all been assessed as making a significantly positive impact on the town centre of Colchester, due largely to the options' proximity to the town centre of Colchester, the University of Essex and identified regeneration areas in east Colchester. Access to the town centre railway station, from the Hythe station at present and via other public transport, ensures that direct access to the town centre and regeneration areas in the east of the town centre has the potential to be maximised in a sustainable manner. The requirements of the Garden Community to provide services, convenience retail and leisure facilities may lead to some degree of diversion to the town centre; however the proximity of the location to the town centre will likely ensure resilience is maintained and enhanced.

North Colchester

Options GCNC1 and GCNC2 will have positive impacts associated with distances to the town centre, existing vehicular access and also existing access to park and ride services into the town centre. Impacts are not as significant as Tendring / Colchester Borders options due to the lack of rail links and the presence of the Northern Gateway including proposals for this area, which combined with the emergence of an expected district or neighbourhood centre at any Garden Community itself could cumulatively reduce the need for residents to access the town centre for services, convenience retail and leisure facilities. The broad location's accessibility to the strategic road network may divert trips away from the town centre to other out of centre locations.



Colchester / Braintree Borders

Options GCWC1, GCWC2 and GCWC3 have been assessed as having positive impacts on the town centre of Colchester, and benefit from existing rail links at Marks Tey which can be expected to be expanded in line with any Garden Community option. Impacts are limited however due to the possibility of residents using the facilities of Tollgate in the first instance as preferable and closer to any Garden Community than the town centre of Colchester. Option GCWC4 has been assessed as having uncertain impacts partly for this reason, but also commensurate to its scale. The level of services and facilities required within this Garden Community option itself should reasonably be expected to be of a suitably large scale in order to be sustainable, however may reduce the number of expected journeys into Colchester for services, convenience retail and leisure facilities. Overall there will be uncertain / positive impacts.

West of Braintree

Options GCWB1 and GCWB2 have been assessed as having uncertain / positive impacts on the town of Braintree. Significant positive impacts can reasonably be expected due to its close proximity and easy accessibility; however the lack of direct rail links to the centre and the similarly easy access to the strategic road network could see residents travelling to the larger centre of Chelmsford, or to Freeport; to the south of Braintree but physically detached from the town centre.

The 'Metro Plan'

Options GCEC1, GCEC2 and GCEC3 have all been assessed as making a positive impact on the town centre of Colchester, due to the options' accessibility to the to the centre via existing rail links. There will positive impacts associated with proximity and ease of access to the University of Essex. Similarly, there will also be some level of positive impacts associated with proximity and sustainable access to Clacton and associated regeneration areas. The requirements for each location to incorporate some level or convenience retail offer, leisure and recreation have been assessed as not being harmful to the centres of Clacton and Colchester commensurate to the scale of growth at each location within the Metro Plan proposal.

Monks Wood

This option has been assessed as having uncertain / negative impacts on the town of Braintree and Colchester due largely to the current lack of rail links and the expected reliance on private car journeys that may divert trips from centres to out-of-centre retail and leisure offers at Braintree Freeport and Tollgate. Much will depend on the A120 re-routing in regard to future accessibility however the proposal's general location is such that the use of any services, convenience retail and leisure facilities within the Garden Community option itself would likely be maximised, with notions of self-sustainability.



| 6. Housing – Provision of a mix of tenures, including affordable homes and a range of housing types (including self-build/custom build and gypsy and traveller pitches). | Tendring / Colchester Borders | | | North Colchester | | Colchester / Braintree Borders | | | | West of Braintree | | Metro Plan | Monks Wood |
|--|-------------------------------|-------|-------|------------------|-------|--------------------------------|-------|-------|-------|-------------------|-------|------------|------------|
| | GCEC1 | GCEC2 | GCEC3 | GCNC1 | GCNC2 | GCWC1 | GCWC2 | GCWC3 | GCWC4 | GCWB1 | GCWB2 | GCMP1 | GCMW 1 |
| Preferred Options Stage | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | N/A | N/A |
| Draft Publication Stage | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | -- | ++ |

Headline Impacts:

Tendring / Colchester Borders

All of the Tendring / Colchester Borders Garden Community Options can be expected to have significantly positive impacts at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles regarding housing supply, type and tenure including gypsy and traveller provision.

North Colchester

All of the North Colchester Garden Community Options can be expected to have significantly positive impacts at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles regarding housing supply, type and tenure including gypsy and traveller provision.

Colchester / Braintree Borders

All of the Colchester / Braintree Borders Garden Community Options can be expected to have significantly positive impacts at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles regarding housing supply, type and tenure including gypsy and traveller provision.

West of Braintree

All of the West of Braintree Garden Community Options can be expected to have significantly positive impacts at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles regarding housing supply, type and tenure including gypsy and traveller provision.

The 'Metro Plan'



The CAUSE submission indicates that the Metro Plan option could deliver between 6,000-8,000 homes. The submission highlights those developable / deliverable areas as those that were submitted as part of the Tendring District Council Local Plan call-for-sites process. Work undertaken to explore the suitability and feasibility of the Metro Plan option (Colchester Metro Town – Evaluation of Alternatives, 2017 (AECOM)) identifies that the current land ‘availability’ as identified through the call-for-sites submissions would only provide less than 3,000 dwellings at a density of 35 dwellings per hectare. This is in consideration of the requirements to make sustainable places, following Garden Community principles, integrating numerous other non-residential development opportunities for the purposes of creating sustainable communities. It can be concluded that a larger amount of individual parcels of land need to be identified. The Metro Plan submission indicates that some level of growth would be required at other Garden Community option locations with the same principle of focussing development within a 10 minute walkable distance radius from existing train stations; namely at the Tendring / Colchester Borders and the Colchester / Braintree Borders. Whereas this principle does seek to address the housing shortfall of the Thorpe-le-Soken to Alresford model of satellite settlements, it should be noted that across all of these locations land was not submitted for consideration with this intention. These individual development proposals should be explored within the context of what represent the most sustainable options at those individual scales. This falls within the remit of the respective ‘Section Two’ Local plans of Braintree, Colchester and Tendring Councils. For this reason, the Metro Plan option has been assessed as being unlikely to meet the criteria of this sustainability objective / Garden City principle without significant negative impacts on the ability of meeting objectively assessed housing needs across the North Essex Authorities area at this stage.

Monks Wood

The Monks Wood Garden Community Option can be expected to have significantly positive impacts at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles regarding housing supply, type and tenure including gypsy and traveller provision.



| 7. Employment Opportunities – Provision for a wide range of local jobs within easy commuting distance from homes | Tendring / Colchester Borders | | | North Colchester | | Colchester / Braintree Borders | | | | West of Braintree | | Metro Plan | Monks Wood |
|---|-------------------------------|-------|-------|------------------|-------|--------------------------------|-------|-------|-------|-------------------|-------|---------------|---------------|
| | GCEC1 | GCEC2 | GCEC3 | GCNC1 | GCNC2 | GCWC1 | GCWC2 | GCWC3 | GCWC4 | GCWB1 | GCWB2 | GCMP1 | GCMW 1 |
| Preferred Options Stage | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | N/A | N/A |
| Draft Publication Stage | ++ | ++ | ++ | + | + | + | + | + | + | +/+ | +/+ | ? | + |

Headline Impacts:

Tendring / Colchester Borders

Consistent with the Garden City principle that there should be a variety of employment opportunities within easy commuting distance of homes, a target of creating one new job for each new home should be set. Strategically, and in line with 'Section Two' employment requirements across the three authorities, provision in each Garden Community must complement rather than displace the economic and employment growth ambitions associated with nearby towns. The North Essex Garden Communities Employment & Demographic Studies (SQW / Cambridge Econometrics 2017) states that, 'All three NEGCs are likely to be associated with significant jobs growth, albeit of varying forms. The presumption is that jobs linked to exogenous growth processes will be physically on site (and appropriate provision will need to be made for them). Those linked to homeworking will be physically associated with the homes of residents and therefore also on site; in relation to these jobs, the design of housing will be crucially important. Those related to the consumption of local services may or may not be on site, but all will be reasonably "local"; provision in relation to this component will need to be planned so as to complement, rather than displace, existing local service provision (e.g. in the town of Braintree). In terms of the Garden City principle aspiration of 'one job per house', all three NEGCs appear to be "within range". Broadly, Tendring / Colchester Borders does best – which is plausible, given its proximity to a growing and ambitious university, and the role universities can play in driving high value economic growth. West of Braintree has the most challenging profile – which again is plausible, given the wider economic dynamics of the sub-area of which it is a part, and its specific locational attributes.' All of the options can be expected to have broadly the same level of impact at this stage, and are all similar in regard to the opportunities of each option to adhere to relevant Garden City Principles regarding a full range employment opportunities within the Garden Community itself or within easy commuting distance of homes. Regarding this latter consideration, the proximity of existing, and suitable integration, of public transport opportunities is explored in the assessment of options against sustainability objective 4. In line with the findings of specific evidence being available to inform the SA (the Employment and Demographics Study).



North Colchester

The North Essex Garden Communities Employment & Demographic Studies (SQW / Cambridge Econometrics 2017) identified two 'economic areas' for modelling purposes. It can be assumed that the North Colchester options would fall within 'The Central East of North Essex economic area', recognising the close links between the area and Colchester itself which was used as the spatial unit within which scenarios have been quantified. The Central East of North Essex economic area is primarily focused on Colchester as the primary regional centre, with connectivity to Chelmsford and London (and northwards to East Anglia) via the A12 and GEM. Although certain elements of the Study are not relevant to the North Colchester study area, general positive impacts can be assumed related to the town of Colchester's expansion. There will be limited impacts however associated with the University and associated high value economic growth. For this reason, the options are highlighted as having a reasonable prospect of fully meeting the criteria of this sustainability objective / Garden City principle.

Colchester / Braintree Borders

Consistent with the Garden City principle that there should be a variety of employment opportunities within easy commuting distance of homes, the local authorities have set a target of creating one new job for each new home. Strategically, and in line with 'Section Two' employment requirements across the three authorities, provision in each Garden Community must complement rather than displace the economic and employment growth ambitions associated with nearby towns. The North Essex Garden Communities Employment & Demographic Studies (SQW / Cambridge Econometrics 2017) states that, 'All three NEGCs are likely to be associated with significant jobs growth, albeit of varying forms. The presumption is that jobs linked to exogenous growth processes will be physically on site (and appropriate provision will need to be made for them). Those linked to homeworking will be physically associated with the homes of residents and therefore also on site; in relation to these jobs, the design of housing will be crucially important. Those related to the consumption of local services may or may not be on site, but all will be reasonably "local"; provision in relation to this component will need to be planned so as to complement, rather than displace, existing local service provision (e.g. in the town of Braintree). In terms of the Garden City principle aspiration of 'one job per house', all three NEGCs appear to be "within range". Broadly, Tendring Colchester Borders does best – which is plausible, given its proximity to a growing and ambitious university, and the role universities can play in driving high value economic growth. West of Braintree has the most challenging profile – which again is plausible, given the wider economic dynamics of the sub-area of which it is a part, and its specific locational attributes.' All of the options can be expected to have broadly the same level of impact at this stage, and are all similar in regard to the opportunities of each option to adhere to relevant Garden City Principles regarding a full range employment opportunities within the Garden Community itself or within easy commuting distance of homes. Regarding this latter consideration, the proximity of existing, and suitable integration, of public transport opportunities is explored in the assessment of options against sustainability objective 4. In line with specific evidence being available to inform the SA (the Employment and Demographics Study), all options in the Colchester / Braintree Borders have been re-assessed as having positive impacts.

West of Braintree

Consistent with the Garden City principle that there should be a variety of employment opportunities within easy commuting distance of homes, the local authorities have set a target of creating one new job for each new home. Strategically, and in line with 'Section Two' employment requirements across the three authorities, provision in each Garden



Community must complement rather than displace the economic and employment growth ambitions associated with nearby towns. The North Essex Garden Communities Employment & Demographic Studies (SQW / Cambridge Econometrics 2017) states that, 'All three NEGCs are likely to be associated with significant jobs growth, albeit of varying forms. The presumption is that jobs linked to exogenous growth processes will be physically on site (and appropriate provision will need to be made for them). Those linked to homeworking will be physically associated with the homes of residents and therefore also on site; in relation to these jobs, the design of housing will be crucially important. Those related to the consumption of local services may or may not be on site, but all will be reasonably "local"; provision in relation to this component will need to be planned so as to complement, rather than displace, existing local service provision (e.g. in the town of Braintree). In terms of the Garden City principle aspiration of 'one job per house', all three NEGCs appear to be "within range". Broadly, Tendring Colchester Borders does best – which is plausible, given its proximity to a growing and ambitious university, and the role universities can play in driving high value economic growth. West of Braintree has the most challenging profile – which again is plausible, given the wider economic dynamics of the sub-area of which it is a part, and its specific locational attributes.' All of the Garden Community Options can be expected to have broadly the same level of impact at this stage, and are all similar in regard to the opportunities of each option to adhere to relevant Garden City Principles regarding a full range employment opportunities within the Garden Community itself or within easy commuting distance of homes. Regarding this latter consideration, the proximity of existing, and suitable integration, of public transport opportunities is explored in the assessment of options against sustainability objective 4. In line with specific evidence being available to inform the SA (the Employment and Demographics Study), all options in the West of Braintree have been re-assessed as having uncertain / positive impacts.

The 'Metro Plan'

The North Essex Garden Communities Employment & Demographic Studies (SQW / Cambridge Econometrics 2017) identified two 'economic areas' for modelling purposes. It can be assumed that the settlement of Alresford within the Metro Plan option would fall within 'The Central East of North Essex economic area' in its western location of Alresford, associated with close links to the University and associated high value economic growth. Despite this, the North Essex Garden Communities Employment & Demographic Studies (SQW / Cambridge Econometrics 2017) identifies relatively weak trend-based employment growth associated with Tendring. The CAUSE submission identifies a principle that the Colchester-Colclacton corridor can function as a sub-regional economic and cultural entity, with complementary assets and resources that will promote growth. This acknowledges that the option would benefit from economic development opportunities presented by the Tendring / Colchester Borders Garden Community option with additional employment growth in Clacton. Whilst this is a reasonable proposition for exploration, it can also be assumed at this strategic level that the Metro Plan would have to increase its identified housing supply in order to offset a loss of residential land at the Tendring / Colchester Borders Garden Community option to accommodate the additional required employment floorspace of the Metro Plan. The option can be viewed as not representative of employment needs across the wider North Essex Authorities area, with the Metro Plan existing as a series of predominantly residential schemes that rely on out-commuting; this can also be seen as not representative of Garden City Principles. For this reason, and reflective of the level of uncertainty surrounding the option in regard to employment provision, the option is highlighted as having uncertain impacts.

Monks Wood

The closest main urban centres, providing a variety of established services, existing businesses and employment opportunities, are Braintree (and Braintree Freeport) approximately 5km west, and Colchester approximately 13km east. In addition a linear pattern of retail, leisure and other business types, including formal business parks

(Tollgate Business Park and Westside Centre), is found between Marks Tey and Stanway, within 10km of the Monks Wood site area. The North Essex Garden Communities Employment & Demographic Studies (SQW / Cambridge Econometrics 2017) identified two 'economic areas' for modelling purposes. It can be assumed that the Monks Wood option would fall largely centrally between the 'Central East of North Essex economic area', and the 'West of North Essex economic area' recognising the close links between the area and Colchester and Braintree to a lesser extent. It should be noted however that connectivity to Chelmsford and London (and northwards to East Anglia) via the GEML is not forthcoming at this site and although existing rail stations are not significantly distanced to the broad area, the impacts on the settlements that these rail links exist can be considered to be negative at the scale of growth expected at Monks Wood. In addition, without its own railway station, the Monks Wood site would require other forms of connecting public transport to create sustainable first leg journeys. Although large elements of the Study are not relevant to the Monks Wood proposal area, general positive impacts can be assumed related to the town of Colchester's expansion as well as reasonable connections to Stansted. The site has strategic connectivity, although much depends on the preferred A120 re-routing option which could significantly impact on the broad area's suitability as an employment location. Similarly, as a new employment location Monks Wood would face competition from both Braintree and Colchester, together with Witham and Chelmsford, with the latter especially relevant with respect to office based employment. This differs from the preferred Garden Community options which are better placed to utilise and capitalise on existing employment opportunities more locally and in closer proximity. Despite this, the overall conclusion of this high level assessment is that the option has a reasonable prospect of fully meeting the criteria of this sustainability objective / Garden City principle.

| 8. Mixed-use Opportunities – Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods. | Tendring / Colchester Borders | | | North Colchester | | Colchester / Braintree Borders | | | | West of Braintree | | Metro Plan | Monks Wood |
|--|-------------------------------|-------|-------|------------------|-------|--------------------------------|-------|-------|-------|-------------------|-------|---------------|---------------|
| | GCEC1 | GCEC2 | GCEC3 | GCNC1 | GCNC2 | GCWC1 | GCWC2 | GCWC3 | GCWC4 | GCWB1 | GCWB2 | GCMP1 | GCMW 1 |
| Preferred Options Stage | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | N/A | N/A |
| Draft Publication Stage | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ? | ++ |

Headline Impacts:

Tendring / Colchester Borders

All of the Garden Community Options at the Tendring / Colchester Borders can be expected to have significant wider benefits at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles regarding the inclusion of cultural, recreational and shopping facilities in walkable, vibrant,



sociable neighbourhoods.

North Colchester

All of the Garden Community Options at North Colchester can be expected to have significant wider benefits at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles regarding the inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.

Colchester / Braintree Borders

All of the Garden Community Options at Colchester / Braintree can be expected to have significant wider benefits at this stage, and are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles regarding the inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.

West of Braintree

All of the Garden Community Options at the West of Braintree can be expected to have significant wider benefits at this stage; due their scale are all indistinguishable in regard to the opportunities of each option to adhere to relevant Garden City Principles regarding the inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.

The 'Metro Plan'

The Metro Plan option has a reasonable prospect of partly meeting the criteria of this sustainability objective / Garden City principle with general uncertain impacts. The inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods is unlikely to be wholly possible at each location due to the limited scale of development at each individual settlement and within the 10 minute walking radius from each rail station. Although existing infrastructure and services are likely to exist in close proximity to each settlement focus, this is likely to put pressure on existing infrastructure capacities, such as GPs and schools, without the requisite development (dwelling) thresholds being met for the provision of new infrastructure. In Thorpe-le-Soken, dwelling yields would not trigger the requirement for new primary and secondary educational facilities and would put pressure on the existing local primary schools. Crucially also, no primary schools exist within 1km (Institution of Highways and Transportation acceptable maximum walking distance) of the site identified for possible growth. This is similarly the case for Weeley, Great Bentley and Alresford.

Monks Wood

The Garden Community Option of Monks Wood can be expected to have a strong prospect of significant wider benefits at this stage; due the scale of the option, it offers strong opportunities to adhere to relevant Garden City Principles regarding the inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods. It should be added however that new communities would have to travel to Braintree or Colchester for post-16 education.

| 9. Environmental Quality & Sustainability – Incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology to ensure climate resilience. | Tendring / Colchester Borders | | | North Colchester | | Colchester / Braintree Borders | | | | West of Braintree | | Metro Plan | Monks Wood |
|--|-------------------------------|-------|-------|------------------|-------|--------------------------------|-------|-------|-------|-------------------|-------|------------|------------|
| | GCEC1 | GCEC2 | GCEC3 | GCNC1 | GCNC2 | GCWC1 | GCWC2 | GCWC3 | GCWC4 | GCWB1 | GCWB2 | GCMP1 | GCMW 1 |
| Preferred Options Stage | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | N/A | N/A |
| Draft Publication Stage | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | - | ++ |

Headline Impacts:

Tendring / Colchester Borders

It can be considered that, in specific relation to relevant Garden City Principles, all of the Tendring / Colchester Borders options have a strong prospect of fully meeting the aspirations of this sustainability objective with significant positive impacts. Due to the scale of the proposals, all of the options can adhere to relevant Garden City Principles regarding the incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology to ensure climate resilience.

North Colchester

It can be considered that, in specific relation to relevant Garden City Principles, all of the North Colchester options have a reasonable prospect of partially meeting the aspirations of this sustainability objective with significant positive impacts. Due to the scale of the options, both options should be able to incorporate some of the requirements regarding generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology to ensure climate resilience; however it should be noted that the presence of the solar farm within the boundary of both options would likely ensure that the remaining land would be required for built development purposes and correspondingly unavailable for the land uses required in this sustainability objective.

Colchester / Braintree Borders

It can be considered that, in specific relation to relevant Garden City Principles, all of the Colchester / Braintree Borders options have a strong prospect of fully meeting the



aspirations of this sustainability objective with significant positive impacts. Due to the scale of the options, all of the options can adhere to relevant Garden City Principles regarding the incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology to ensure climate resilience.

West of Braintree

It can be considered that, in specific relation to relevant Garden City Principles, all of the West Braintree options have a strong prospect of fully meeting the aspirations of this sustainability objective with significant positive impacts. Due to the scale of the options, all of the options can adhere to relevant Garden City Principles regarding the incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology to ensure climate resilience.

The 'Metro Plan'

The Metro Plan's principle of a series of satellite developments creates notional issues regarding both achieving a fully integrated and connected green grid at the settlement level and also the incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology to ensure climate resilience. The requirements for open space are likely to be a significant requirement due to the option's focus on Tendring, which as a district contains numerous international / European designated sites in coastal and estuarine areas. It can be expected that the Metro Plan option would require some level of habitat creation as stated in the AA for the Tendring / Colchester Borders Garden Community due to its focus on growth in Tendring district. It is therefore of significant importance that the Metro Plan locations are able to offer such a recreational offer, and the incorporation of SuDS on a case by case basis. It is currently uncertain whether the scale of each location can adequately provide the requirements of this sustainability objective / Garden City principle without significantly diminishing the developable areas of each location. To this extent, the option has been identified as unlikely to meet the criteria of this sustainability objective / Garden City Principle with generally negative impacts.

Monks Wood

It can be considered that, in specific relation to relevant Garden City Principles, the Monks Wood option has a strong prospect of fully meeting the aspirations of this sustainability objective with significant positive impacts. Due to the scale of the options, all of the options can adhere to relevant Garden City Principles regarding the incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology to ensure climate resilience.



| 10. Developability / Deliverability - The growth area is available, commercially attractive, and capable of delivering necessary physical / social / green infrastructure and could be viably developed within [6-10] years. | Tendring / Colchester Borders | | | North Colchester | | Colchester / Braintree Borders | | | | West of Braintree | | Metro Plan | Monks Wood |
|--|-------------------------------|-------|-------|------------------|-------|--------------------------------|-------|-------|-------|-------------------|-------|---------------|---------------|
| | GCEC1 | GCEC2 | GCEC3 | GCNC1 | GCNC2 | GCWC1 | GCWC2 | GCWC3 | GCWC4 | GCWB1 | GCWB2 | GCMP1 | GCMW 1 |
| Preferred Options Stage | ++ | + | + | ? | ? | ? | ? | ? | ? | + | + | N/A | N/A |
| Draft Publication Stage | ++ | + | + | + | ? | ? | ? | ? | ? | ? | ? | -- | ? |

Headline Impacts:

Tendring / Colchester Borders

All land in option GCEC1 was put forward for development through the call-for-sites process and that the majority of land is being promoted by a single promoter who has an option to develop the land. With this in mind, it is considered possible that commencement of the development can occur in the emerging plan period to 2033. Options GCEC2 and GCEC3 are assessed as having more uncertainty regarding delivery in the plan period, due to increasing levels of fragmented land ownership associated with larger indicative scales of development; however the principle of these options being able to meet the aspirations of the sustainability objective and related Garden City Principles is not in question.

North Colchester

Option GCNC1 will have a reasonable prospect of meeting the aspiration of the sustainability objective and relevant Garden City Principles. All land in this Option was put forward for development through the Call-for-Sites process, with the majority actively being promoted by a single developer with an option agreement with the landowners to develop. The additional land put forward under option GCNC2 was not included in the Colchester Borough Council Local Plan call-for-sites process, but it is understood that the majority is potentially capable of being brought forward and developed by the same promoter as the land under Option GCNC1. This however would not be all the land under GCNC2, and additional land searches etc. would be required to bring forward GCNC2 in its entirety. There would however be less potential for negative deliverability connotations surrounding the future of the Solar Farm under this option, associated with the larger scale and extent of land..



Colchester / Braintree Borders

Regarding option GCWC1, with the exception of the triangular shaped land located to the north of the A120 and west of Great Tey Road, all land under this option was included within the local plan call-for-sites process and is actively being promoted for development by two main parties. One of these parties is also understood to be able to bring forward the triangular land north of the A120 and west of Great Tey Road if this was identified for the Garden Community. It is believed that development could be commenced within the next 6-10 years, and make use of existing infrastructure to allow development to commence. Despite this, the extent of development will likely be constrained without significant investment. Although the potential exists for option GCWC1 to fully meet the aspirations of the sustainability objective, a 'reasonable prospect' has been highlighted for the purposes of comparison between sites. The same conclusions can be drawn for options GCWC2 and GCWC3, although all land under these options was included within the local plan call-for-sites process. Option GCWC4 will also have similar impacts, with all land included within the Local Plan call-for-sites process with the exception of that located to the north of the existing A120 and west of Great Tey Road. The constraints are also similar, however with the inclusion of possible additional public transport requirements more centrally to the site and the subsequent addition of considerations to the investment decisions of Network Rail. Additionally, much depends on the preferred route option regarding the A120 routing consultation.

West of Braintree

Options GCWB1 and GCWB2 have two-fold considerations that could affect delivery. These are the considerations regarding the mineral quarry, and constraints regarding the needs to invest in utility infrastructure; which consistent with the site's rural location is currently very limited in terms of physical networks and capacity. Option GCWB2 has additionally been highlighted as potentially allowing more flexibility regarding options for providing access from the A120/B1256 into the Garden Community, and commencing development of the new settlement relative to the operation and impact of the proposed quarry.

The 'Metro Plan'

The Metro Plan option has been submitted for consideration with no developer or landowner interest, aside from those parcels of land that lie within each broad location / settlement that were submitted to Tendring District Council as part of their Local Plan call-for-sites process. The desirability of individual landowners to release their land for the garden community is therefore unknown at this time. The degree of landowner fragmentation is also an unknown. These sites can be considered to not correlate well to the notion and principle of the scale of development required at each location to be a genuine Garden Community option, or alternative to strategic level growth. The CAUSE submission states that, 'although the purpose of this report is to examine the issues in principle rather than to prepare a business case it cannot be emphasised too strongly that the Metro concept depends on acceptance of quite large-scale development around the stations.' AECOM concept feasibility work suggests that only 2,777 homes would be forthcoming within the 10-minute walking catchment of the train stations of Thorpe, Weeley, Gt. Bentley and Alresford based on 35dph. Without a large volume of new housing either at the individual settlement level or in aggregate across the four villages, the ability to fund and implement comprehensive and or innovative infrastructure solutions may be more difficult. Because of the rural location of the settlements and their limited scale under this proposal, there may be fewer opportunities to attract private sector development partners, alternative financing or innovative delivery mechanisms, to assist the Councils in achieving their Garden Community ambitions. This may limit the extent of variation in



the types and tenures of the homes provided and who provides them. In this location the market demand is also likely to be less diverse than a location closer to a main urban centre or strategically better connected. The option has been assessed as having significant negative impacts due to the fact that the land is not being actively promoted at this stage.

Monks Wood

The proposal was submitted during the Braintree District Council Preferred Options Local Plan consultation by a single promoter and the land is in single ownership. As greenfield agricultural land with direct access from the existing A120, the proposal indicates that development could be commenced relatively quickly and within 6-10 years, although much depends on the preferred route emanating from the A120 re-routing consultation. The extent of first phase development could be constrained by the need to invest heavily in utility infrastructure, which is consistent with the site's rural location is currently very limited in terms of physical networks and capacity; however for the purposes of a consistent appraisal across all options, impacts are identified as similar to those of other rural locations. Overall, uncertain impacts are highlighted.

Cumulative & Synergistic Impacts of the Allocated Garden Communities

The emerging masterplans for the allocated Garden Communities of Tendring / Colchester Borders, Colchester / Braintree Borders and West of Braintree most closely represent:

- Tendring / Colchester Borders – GCEC3
- Colchester / Braintree Borders – GCWC1
- West of Braintree – GCWB1

The following table summarises the impacts and performance of each allocated Garden Community option, against the sustainability objectives / Garden City principles.

Table 28: The Performance of the Allocated Garden Community (GC) Options

| GC Option | Sustainability Objectives (SO) | | | | | | | | | |
|-----------|--------------------------------|-----|-----|-----|-----|----|-----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GCEC3 | ? | ?/- | ?/+ | + | ++ | ++ | ++ | ++ | ++ | + |
| GCWC1 | ? | ?/- | ?/- | ? | ?/+ | ++ | + | ++ | ++ | ? |
| GCWB1 | ?/- | ?/- | ?/- | ?/- | ? | ++ | ?/+ | ++ | ++ | ? |

The cumulative and synergistic impacts of the allocated Garden Community Options have been explored on a 'Sustainability Objective / Garden City Principle' thematic basis. Commentary follows in the following table.

Table 29: The Cumulative & Synergistic Impacts of the Allocated Garden Community (GC) Options

| Sustainability Objectives (SO) | Cumulative / Synergistic Impact | Commentary |
|--------------------------------|---------------------------------|---|
| 1. Physical Limitations | No impact | The AA states that, regarding water quality, 'it is concluded that, whilst there are currently issues regarding capacity of water recycling centres in both Colchester Borough and Tendring District, with subsequent risks to European sites associated with changes in water quality, the safeguards which will be included within the Section 2 Local Plans for each, will ensure that a given development will not proceed until the necessary infrastructure upgrades have been provided as necessary in accordance with Anglian Water and Environment Agency advice. Therefore, in conclusion, the measures provided in the Section 2 Local Plans will also provide sufficient certainty that the overall strategic growth proposed in North Essex as part of the Section 1 for Local Plans |

| Sustainability Objectives (SO) | Cumulative / Synergistic Impact | Commentary |
|--------------------------------|---------------------------------|---|
| | | will not result in significant adverse effects on the Stour and Orwell Estuaries SPA/Ramsar, Colne Estuary SPA/Ramsar, or Essex Estuaries SAC as a result of changes in water quality.' It is not considered that there are any cumulative accessibility issues surrounding the preferred sites, due to their general geographic distribution. Although all Garden Communities are located in close proximity to the strategic road network, they can be considered broadly unrelated at this stage and in light of committed A12 and A120 improvements. There may be some cumulative road traffic and associated air quality issues surrounding any of the Garden Communities with close-proximity non-strategic (in the context of this Local Plan Section One) site allocations in the Councils' respective Section Twos, however it should be acknowledged that the Garden Communities will require / utilise new infrastructure that would not be forthcoming until after the commencement of the majority of non-strategic allocations in the earlier stages of Local Plan periods. It is considered that this is more appropriately addressed in the respective Section Two Sustainability Appraisals, from the viewpoint that non-strategic site allocations are less critical to overall growth in the plan period across the North Essex Authorities area, and also in consideration of different timescales. |
| 2. Impacts | No impact | Cumulative impacts are limited regarding natural and historic environmental features due to the geographic dispersal of the Garden Communities. There will be 'no impact' on biodiversity (SO6) as a result of the findings of the Appropriate Assessment (AA) (2017) of the Section One, regarding recreational pressures associated with the significant increase in growth stated within the Policy. The AA concludes that 'providing that the North Essex Authorities continue to collaborate and prepare the necessary Recreation Avoidance and Mitigation Strategies (RAMS) ... in close consultation with Natural England, and the RAMS are ready for implementation prior to adoption of the Section 1 and Section 2 Local Plans, the Strategic Section 1 Local Plans is not predicted to result in adverse effects on the integrity of the Stour and Orwell Estuaries SPA/Ramsar, Hamford Water SPA/Ramsar, Essex Estuaries SAC, Colne Estuary SPA/Ramsar, or Blackwater Estuary SPA/Ramsar, either alone or in-combination with other plans and projects as a result of recreation.' In addition, the AA indicates that the strategic approach and scope of the Section One (including Garden Communities) enables mitigation to be effectively incorporated. |
| 3. Environment / | No impact | There will be no cumulative impacts associated with the effects on |

| Sustainability Objectives (SO) | Cumulative / Synergistic Impact | Commentary |
|--------------------------------|---------------------------------|---|
| Amenity | | <p>occupiers of existing properties and neighbouring areas/towns resulting from the Garden Communities due to their geographic distribution. Garden City principles would have to be adhered to in regard to a surrounding belt of countryside to avoid sprawl, and this minimises any perceived coalescence and resulting impact on existing settlements. Cumulatively, no one existing settlement would be negatively affected by any combination of Garden Communities. More holistically, similarly will no single Landscape Character Area be affected by a combination of Garden Communities, of which existing historic settlements form an important part of integrity and sensitivity. It can be considered that, in line with Garden City principles ensuring negative impacts on existing settlements do not occur, that benefits will be realised for existing nearby communities regarding an increase in services and local infrastructure in the wider areas beyond the Garden Communities.</p> |
| 4. Transport | Uncertain impacts | <p>Should each Garden Community be able to integrate effective public transport solutions into the scheme and wider network, then there will be significant positive cumulative impacts resulting from the allocated Garden Communities in response to their individual potential to significantly improve public transport links within the North Essex Authorities area. Positive impacts can also be expected to benefit wider local areas in proximity to the Garden Communities. The geographic spread of the Garden Communities similarly ensures that benefits are widespread across all Districts / Boroughs. The notion of Garden Communities will have positive synergistic impacts regarding health outcomes, with the level of growth required in the North Essex Authorities being provided through developments that require walking, cycling and public transport designed to be the most attractive forms of local transport. Despite this, the Garden Communities at this stage require work, through Garden Community specific DPDs, masterplans and other detailed proposals, in order to develop such schemes for wider benefits. This is not a criticism of the Section One's allocations at this stage, which can be seen as an early stage establishing the principle of development at each broad location.</p> |
| 5. Resilience | Positive impacts | <p>There will be positive cumulative impacts resulting from the allocated Garden Communities in response to their individual potential to significantly support and improve the viability of the town centres of Colchester and Braintree within the North Essex Authorities area. Positive impacts can also be expected to benefit wider local areas in proximity to the Garden Communities, with enhanced public transport opportunities to such centres in the locality.</p> |

| Sustainability Objectives (SO) | Cumulative / Synergistic Impact | Commentary |
|---|---------------------------------|---|
| 6. Housing | Significant positive impacts | All of the Garden Communities can be expected to have significantly positive impacts on housing growth. Cumulatively, these impacts become more positive over the plan period and beyond, with the ability to successfully integrate all housing types and tenures, including gypsy and traveller provision. |
| 7. Employment Opportunities | Positive impacts | All of the Garden Communities can be expected to have positive impacts on employment growth. Cumulatively, these impacts can become more positive over the plan period and beyond, with the ability to successfully integrate a wide range of local jobs within easy commuting distance from homes. On a broad strategic level, the provision of employment opportunities within easy commuting distance of homes can be considered larger than the scope of each Garden Community and more reflective of broader economic areas. It should also be acknowledged that the requirements of Garden Communities to benefit from improved access both to public transport modes (including existing rail links) and strategic roads, as all the allocated Garden Communities are, may in practice result in out-commuting beyond each Garden Community and local centres within the North Essex Authorities area. This should not be considered a criticism of the Garden Communities, being more reflective of travel to work flows and commuting patterns within the North Essex Authorities area. The cumulative implications of the Garden Communities capitalises on the existing employment areas of Skyline (in the case of the West of Braintree Garden Community), the University (for the Tendring / Colchester Borders Garden Community) and a range of B-use and retail class opportunities associated with the town of Colchester and Tollgate (for the benefit of the Colchester / Braintree Borders Garden Community). |
| 8. Mixed-use Opportunities | Significant positive impacts | All of the Garden Communities can be expected to have a strong prospect of providing the full suite of required mixed-use opportunities, including the provision of both primary and secondary schools. This will have significant cumulative benefits across the North Essex Authorities area and wider benefits for existing communities in the broad areas for each Garden Community. There are likely to be additional cumulative benefits associated with wider health outcomes outside the direct scope of the Garden City principles. |
| 9. Environmental Quality & Sustainability | Significant positive impacts | All of the Garden Communities can be expected to have a strong prospect of providing the full suite of open space, allotments/food production areas, biodiversity gains and SuDS. This will ensure cumulative benefits across the North Essex Authorities area and wider |

| Sustainability Objectives (SO) | Cumulative / Synergistic Impact | Commentary |
|-------------------------------------|---------------------------------|---|
| | | benefits for existing communities in the broad areas for each Garden Community. There are likely to be additional cumulative benefits associated with wider health outcomes outside the direct scope of the Garden City principles. |
| 10. Developability / Deliverability | No impact | It is not considered that there are any cumulative themes associated from the deliverability / developability of the Garden Communities that would give rise to any sustainability impacts. |

Temporal Effects of the Allocated Garden Communities

It can be considered that, in response to the exploration of Garden Communities to meet residual unmet housing needs within the HMA in the latter stages of the three authorities' Local Plan periods and beyond (the 'long term' as defined in this SA report), there are no temporal effects that can be identified at this stage. The SA identifies the impacts of the Garden Communities at their maximum intended scales, beyond plan periods.

Secondary Effects of the Allocated Garden Communities

As specified throughout the above there can be considered numerous secondary benefits resulting from the development of the Garden Communities. These relate to the sustainability effects that can be expected to be realised in the wider localities of each Garden Community, particularly regarding the level of services and infrastructure that can be utilised by existing communities. There can also be expected to be small secondary positive impacts on the environmental quality of the town centres of Colchester and Braintree, associated with enhanced public transport links to these centres. Although it can be viewed that enhanced public transport links to centres would only offset the increased level of growth resulting from the Garden Communities, it can be assumed that links will also result in reduced traffic movements into centres along any established routes, including those peripheral areas of Colchester and Braintree, encouraging a more widespread modal shift.

Proposed Mitigation Measures / Recommendations Regarding the Allocated Garden Communities

The Garden Communities are being carefully developed through effective masterplanning, in order to positively adhere to issues surrounding physical limitations, in particular access arrangements to sites, infrastructure requirements and strategies regarding permeability and interconnectivity within the new settlements.

The following recommendations are made regarding the selection of Garden Community options within the three broad locations of the allocated Garden Communities.

Tendring / Colchester Borders

The SA indicates that option GCEC1 is the most sustainable option, due to its smaller scale and therefore comparatively minimal impacts. Despite this, it is possible that mitigation might be required in the form of habitat creation and management at the Garden Community due to possible impacts on wintering birds, as

identified within the AA. With this in mind, it may be more appropriate for a larger option to be considered in order to address this possible requirement. Option GCE3 will require some level of mitigation in regard to the presence of Bullock Wood SSSI, and it is recommended that this localised area be protected in future masterplans. It is recommended that severance issues surrounding the A137 are also addressed in masterplans and transport interconnectivity.

Colchester / Braintree Borders

Options GCWC1 and GCWC3 represent, broadly, the most sustainable options within the Colchester / Braintree Borders area. Option GCWC1 contains the Marks Tey Brickpit SSSI, however its location at the north east boundary in each instance ensures that this designation can be protected and enhanced through the requirements of a surrounding belt of countryside to prevent sprawl and this is recommended. Issues surrounding the Domsey Brook should also be factored into any development of GCWC3 as blue infrastructure. Options GCWC2 and GCWC4 are in close proximity to a Scheduled Monument (a Roman villa 450m south of Warren's Farm to the north) and could affect the setting of this asset, and enhancement of this asset should be sought within the wider detailed masterplan. Impacts on the residential amenity of the settlements of Marks Tey and Little Tey are issues surrounding the options GCWC1, GCWC2 and GCWC4. A buffer separation will likely be needed to be developed through masterplanning to minimise certain impacts on existing communities and these should be subject to community engagement.

West of Braintree

The smaller option GCWB1 is considered the most sustainable option in West of Braintree due to an increased likelihood of negative impacts associated with nature conservation and heritage assets to the western boundary of option GCWB2. Both options will need to address the presence of heritage assets throughout the area, particularly in the north associated with the Conservation Area of Great Saling which contains a range of listed buildings including grade II as well as the Registered Park and Garden of Saling Grove, and seek enhancements at the masterplanning stage. It is also recommended that a buffer separation will likely be needed to be developed through masterplanning to minimise certain impacts on existing communities, specifically in relation to residents in Stebbing Green and Blake End. The masterplans should be subject to community engagement.

The Assessment of Alternative (Cumulative) Garden Community (GC) Option Permutations

Introduction

It is important that within the scope of identifying reasonable options for growth in the North Essex Authorities area, permutations of different Garden Community options are explored. It is possible that some combinations of Garden Community options might yield heightened benefits than those of the preferred Garden Communities through their cumulative analysis and for this reason these need to be assessed within this SA.

Identification of the Alternative Garden Community (GC) Option Permutations

It should be noted that multiple possible alternative permutations of Garden Communities exist, including an alternative exploring whether needs can be met without Garden Communities altogether (please see the

appraisal of those alternatives explored for the Spatial Strategy in Policy SP2 of this report). With that in mind, it is important to define what constitutes a 'reasonable alternative'. The following table represents those permutations that can be considered theoretically 'reasonable' alongside the specific reason behind their identification. The final determination as to whether they are 'reasonable' at this stage will result from each option's appraisal.

| Scenario | Sites forming Permutation | | | Why considered a reasonable alternative? |
|----------|---------------------------|--------------------------------|--------------------------------|---|
| 1. | West of Braintree | Monks Wood | Tendring / Colchester Borders | This scenario has been identified in light of an assumption that A120 re-routing will either benefit (i.e. improve access to) one of Monks Wood or the Colchester / Tendring Borders Garden Community (based on the options currently being consulted upon at the time of writing). This views Monks Wood as a more direct alternative to the Colchester / Tendring Borders Garden Community than other options. |
| 2. | Metro Plan | Tendring / Colchester Borders | North of Colchester | This scenario represents an eastern focus of Garden Communities to address historical undersupply in Tendring (and the lack of an up to date development plan since 2011). |
| 3. | Metro Plan | Tendring / Colchester Borders | Colchester / Braintree Borders | This scenario was identified within the CAUSE 'Metro Plan' submission. It considers that the Metro Plan should be supplemented with a Garden Community at Tendring / Colchester Borders alongside a smaller amount of growth at the Colchester / Braintree Borders at a scale similar to Thorpe-le-Soken, Weeley, Great Bentley and Alresford, with development focused up to a 10minute walking distance from Marks Tey station. |
| 4. | North Colchester | Colchester / Braintree Borders | Tendring / Colchester Borders | This scenario has been identified based on Colchester being the largest, main settlement and 'regional centre' within the North Essex area, and focuses single development Garden Community options (i.e. not a series of expanded settlements as per the Metro Plan option) in this broad area. |
| 5. | West of Braintree | Monks Wood | Colchester / Braintree Borders | This scenario represents a western focus of Garden Communities to address the fact that housing in Braintree is relatively unaffordable. |
| 6. | Monks Wood | West of Braintree | N/A | This scenario also represents a western focus to address the fact that housing in Braintree is relatively unaffordable, however with two Garden Communities only. |
| 7. | West of | Colchester / | Metro Plan | This scenario represents a distribution that best |

| Scenario | Sites forming Permutation | | | Why considered a reasonable alternative? |
|----------|-------------------------------|-------------------------------|-------------------|---|
| | Braintree | Braintree Borders | | responds to the notion of each LPA meeting their own identified needs in their administrative areas with no cross-boundary implications. |
| 8. | Metro Plan | Tendring / Colchester Borders | West of Braintree | This scenario has been identified as it avoids the A120 re-routing uncertainty that exists at the current time. Under this scenario, three Garden Communities have been explored, to maximise the certainty of developability in the plan period. |
| 9. | Tendring / Colchester Borders | West of Braintree | N/A | This scenario has been identified as it avoids the A120 re-routing uncertainty that exists at the current time. Under this scenario, two Garden Communities have been explored. |

The Appraisal of the Alternative Garden Community (GC) Option Permutations

The assessment of the above scenarios is contained within the following sub-sections using the methodology for Garden Communities.

Objective 1: Physical Limitations – Absence of insurmountable problems (e.g. access, ground conditions, flood risk, hazardous risks, pollution, contamination and air quality)

| Sustainability Objective (SO) | Scenario | | | | | | | | |
|-------------------------------|----------|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 1. Physical Limitations | 0 | - | 0 | - | - | 0 | 0 | 0 | 0 |

Commentary:

Scenario 1: The geographic location of these Garden Community options is such that impacts are unlikely to give rise to any significant cumulative impacts regarding flood risk. It is possible that heightened negative impacts could be experienced at Marks Farm roundabout through the development of both West of Braintree and Monks Wood GC options should certain A120 consultation options become preferred. This could affect issues such as access, congestion and air quality away from the Garden Community options but as a result of an expected increase in traffic movements resulting from them. Despite this, much of these cumulative implications are theoretical and qualitative at this stage, and there will be no impacts highlighted for this option.

Scenario 2: The geographic distribution of these Garden Community options is such that negative impacts can be expected surrounding congestion and air quality in and around the town of Colchester, particularly in the east of the town and those roads permeating the town in this area. This is in view of significant development surrounding the town. In addition, the Metro Plan model of relying on employment needs to largely be met in Colchester and at the University is likely to marginally increase these congestion and air quality impacts; however it should be acknowledged that commuting to this area is intended to be fore mostly via rail links. Nevertheless, negative impacts have been identified for this scenario. Other problems surrounding flood risk and pollution are however not expected to be cumulatively significant.

Scenario 3: The Metro Plan model of relying on employment needs to largely be met in Colchester and at the University is likely to marginally increase congestion and air quality impacts; however it should be acknowledged that commuting to this area is intended to be fore mostly via rail links. Other problems surrounding flood risk and pollution are however not expected to be cumulatively significant. The geographic distribution of the options is such that minimal cumulative impacts can be expected regarding physical limitations, and as such, no impacts have been highlighted for this option.

Scenario 4: The geographic distribution of these Garden Community options is such that negative impacts can be expected surrounding congestion and air quality in and around the town of Colchester, particularly in the east of the town and those roads permeating the town in this area. This is in view of significant development surrounding the town. Other problems surrounding flood risk and pollution are however not expected to be cumulatively significant. Nevertheless, negative impacts have been identified for this scenario.

Scenario 5: The geographic location of these Garden Community options is such that impacts are unlikely to give rise to any significant cumulative impacts regarding flood risk. It is possible that heightened negative impacts could be experienced at Marks Farm roundabout through the development of both West of Braintree and Monks Wood GC options should certain A120 consultation options become preferred. This could affect issues such as access, congestion and air quality away from the Garden Community options but as a result of an expected increase in traffic movements resulting from them. Based on an assumption that the Monks Wood and Colchester / Braintree Borders options would not both be viable / developable from any one A120 re-routing option, the access implications surrounding both would likely have some negative impacts in the broad area. It should be noted that these cumulative implications are theoretical and qualitative at this stage; however for the purposes of a consistent appraisal across all scenarios, negative impacts have been highlighted.

Scenario 6: The geographic location of these Garden Community options is such that impacts are unlikely to give rise to any significant cumulative impacts regarding flood risk. It is possible that heightened negative impacts could be experienced at Marks Farm roundabout through the development of both West of Braintree and Monks Wood GC options should certain A120 consultation options become preferred. This could affect issues such as access, congestion and air quality away from the Garden Community options but as a result of an expected increase in traffic movements resulting from them. Despite this, much of these cumulative implications are theoretical and qualitative at this stage, and there will be no impacts highlighted for this option.

Scenario 7: There are unlikely to be any negative cumulative impacts resulting from this scenario, based on the geographic dispersal of the respective development options.

Scenario 8: The Metro Plan model of relying on employment needs to largely be met in Colchester and at the University is likely to marginally increase congestion and air quality impacts; however it should be acknowledged that commuting to this area is intended to be fore mostly via rail links. Other problems surrounding flood risk and pollution are however not expected to be cumulatively significant. The geographic distribution of the options is such that minimal cumulative impacts can be expected regarding physical limitations, and as such, no impacts have been highlighted for this option

Scenario 9: There are unlikely to be any negative cumulative impacts resulting from this scenario, based on the geographic dispersal of the respective development options.

Objective 2: Impacts – Acceptable impacts on high quality agricultural land, important landscape features, townscape features, sites of nature conservation interest and heritage assets

| Sustainability Objective (SO) | Scenario | | | | | | | | |
|-------------------------------|----------|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 2. Impacts | 0 | - | - | - | - | 0 | 0 | ? | 0 |

Commentary:

Scenario 1, 4- 9: The AA indicates that 'providing the North Essex Authorities continue to collaborate and prepare the necessary RAMS, and in close consultation with Natural England, and the RAMS are ready for implementation prior to adoption of the Section a and Section 2 Local Plans, the Strategic Section 1 Local Plans is not predicted to result in adverse effects on the integrity of the Stour and Orwell Estuaries SPA/Ramsar, Hamford Water SPA/Ramsar, Essex Estuaries SAC, Colne Estuary SPA/Ramsar, or Blackwater Estuary SPA/Ramsar, either alone or in-combination with other plans and projects as a result of recreation.' Therefore no cumulative impacts are highlighted for the majority of the Garden Community permutations.

Scenarios 2-3: The AA states that wintering bird surveys will be required for Tendring Colchester Borders Garden Community as part of any project level development proposals and masterplanning, to determine the sites individual importance for golden plover and lapwing and inform mitigation proposals. It adds that if required, mitigation will need to create and manage suitably located habitat which maximises feeding productivity for these SPA species, and such mitigatory habitat would need to be provided and fully functional prior to development which would affect significant numbers of SPA birds. This issue, and the requirement for mitigation, can be expected to be exacerbated in those scenarios that allocate the Tendring / Colchester Borders Garden Community with the Metro Plan option due to the increased level of growth in Tendring in accumulation with Tendring's Section Two allocations.

Landscape impacts can be expected to be more pertinent in those locations where multiple Garden Communities are geographically in close proximity; particularly for scenario 5 (including both the Garden Community options of Monks Wood and Colchester / Braintree Borders), scenario 2 (representing an eastern focus) and scenario 4 (representing a focus on the town of Colchester). Some degree of negative landscape impacts can also be expected from those scenarios that explore development at the Tendring / Colchester Borders and Alresford under the Metro Plan model (scenarios 2, 3 and 8).

No cumulative impacts can be expected of any of the scenarios on the historic environment, aside from those landscape impacts highlighted above where the historic environment is intrinsically linked to the landscape and settlement patterns. This has been highlighted singularly for the Metro Plan in the assessment of this Garden Community option in isolation.

Objective 3: Environment/Amenity – Acceptable relationship with and impact on occupiers of existing properties and neighbouring areas/towns (maintaining adequate separation)

| Sustainability Objective (SO) | Scenario | | | | | | | | |
|-------------------------------|----------|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 3. Environment / Amenity | 0 | 0 | 0 | - | - | 0 | 0 | 0 | 0 |

Commentary:

Scenario 1: There will be no perceived coalescence cumulatively with any of the options that form this scenario.

Scenario 2: There will be no perceived coalescence cumulatively with any of the options that form this scenario. It can be considered that there will be negative relationships between new developments and existing communities at each settlement under the Metro Plan option; however such impacts are not the focus of this cumulative scenario assessment.

Scenario 3: There will be no perceived coalescence cumulatively with any of the options that form this scenario. It can be considered that there will be negative relationships between new developments and existing communities at each settlement under the Metro Plan option; however such impacts are not the focus of this cumulative scenario assessment.

Scenario 4: It can be considered that there will be some degree of negative impact on the existing north and north-eastern communities and estates of the town of Colchester arising from development at the scale of Garden Communities at North Colchester and the Tendring / Colchester Borders.

Scenario 5: There can be considered to be negative social impacts on the surrounding settlements of Coggeshall and Pattiswick holistically, resulting from the development of Garden Communities at Colchester / Braintree Borders and Monks Wood. Although the scale of the developments can be expected to factor in a significant and effective belt of countryside surrounding each Garden Community, to prevent sprawl, it can be considered that this scenario would lead to over development in the broad area.

Scenario 6: There will be no perceived coalescence cumulatively with any of the options that form this scenario.

Scenario 7: There will be no perceived coalescence cumulatively with any of the options that form this scenario. It can be considered that there will be negative relationships between new developments and existing communities at each settlement under the Metro Plan option; however such impacts are not the focus of this cumulative scenario assessment.

Scenario 8: There will be no perceived coalescence cumulatively with any of the options that form this scenario. It can be considered that there will be negative relationships between new developments and existing communities at each settlement under the Metro Plan option; however such impacts are not the focus of this cumulative scenario assessment.

Scenario 9: There will be no perceived coalescence cumulatively with any of the options that form this scenario.

Objective 4: Transport – Incorporation of integrated and accessible sustainable transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport

| Sustainability Objective (SO) | Scenario | | | | | | | | |
|-------------------------------|----------|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 4. Transport | ? | + | + | + | ? | - | + | + | + |

Commentary:

Scenario 1: There will be uncertain cumulative impacts resulting from the Garden Communities responding to this scenario, in response to their individual potential to improve public transport links within the North Essex Authorities area. Whereas West of Braintree and Tendring / Colchester Borders can be expected to integrate varying levels of public transport infrastructure and choice, the Garden Community option of Monks Wood does not benefit from an existing rail station on site or in close proximity to serve the development. This hinders the ability of the proposal to improve sustainable movements to main employment areas and in response to a need to reduce the need for private car use. The notion of Garden Communities will however have positive impacts regarding an ability to provide walking and cycling through developments to serve any public transport interchanges and to access local services / centres.

Scenario 2: Positive impacts can be expected regarding the integration of public transport options across the relevant Garden Community options in accumulation. Impacts are limited however where the Metro Plan does not currently offer any comparable choice to rail links, however there can be considered cumulative positive outcomes across the eastern area of North Essex. It should be noted however that wider benefits across the whole plan area will be limited as a result of such a focus, with no single or cumulative links being of benefit to existing communities in Braintree District.

Scenario 3: Positive impacts can be expected regarding the integration of public transport options across the relevant Garden Community options in accumulation. Impacts are limited however where the Metro Plan does not currently offer any comparable choice to rail links, however there can be considered cumulative positive outcomes across this broad area of North Essex. It should be noted however that wider benefits across the whole plan area will be limited as a result of such a focus, with no single or cumulative links being of benefit to existing communities in the majority of Braintree District.

Scenario 4: Positive impacts can be expected regarding the integration of public transport options across the relevant Garden Community options in accumulation. Impacts are limited however where the North Colchester option does not currently offer any comparable choice to bus links, however there can be considered cumulative positive outcomes across the town of Colchester. It should be noted however that wider benefits across the whole plan area will be limited as a result of such a focus, with no single or cumulative links being of benefit to existing communities in Braintree District.

Scenario 5: There will be uncertain cumulative impacts resulting from the Garden Communities responding to this scenario, in response to their individual potential to improve public transport links within the North Essex Authorities area. Whereas West of Braintree and Colchester / Braintree Borders can be expected to integrate varying levels of public transport infrastructure and choice, the Garden Community option of Monks Wood does not benefit from an existing rail station on site or in close proximity to serve the development. This hinders the ability of the proposal to improve sustainable movements to main employment areas and in response to a need to reduce the need for

private car use. The notion of Garden Communities will however have positive impacts regarding an ability to provide walking and cycling through developments to serve any public transport interchanges and to access local services / centres. It should be noted however that wider benefits across the whole plan area will be limited as a result of such a focus, with no single or cumulative links being of benefit to existing communities in Tendring District.

Scenario 6: There will be negative cumulative impacts resulting from the Garden Communities responding to this scenario, in response to their individual potential to improve public transport links within the North Essex Authorities area. Whereas West of Braintree can be expected to integrate public transport infrastructure and choice, the Garden Community option of Monks Wood does not benefit from an existing rail station on site or in close proximity to serve the development. This hinders the ability of the proposal to improve sustainable movements to main employment areas and in response to a need to reduce the need for private car use. It should be noted in addition that wider benefits across the whole plan area will be limited as a result of such a focus, with no single or cumulative links being of benefit to existing communities in Colchester Borough or Tendring District.

Scenario 7: Positive impacts can be expected regarding the integration of public transport options across the relevant Garden Community options in accumulation. Impacts are limited however where the Metro Plan does not currently offer any comparable choice to rail links, however there can be considered cumulative positive outcomes across the strategic area of North Essex.

Scenario 8: Positive impacts can be expected regarding the integration of public transport options across the relevant Garden Community options in accumulation. Impacts are limited however where the Metro Plan does not currently offer any comparable choice to rail links, however there can be considered cumulative positive outcomes across the broad area of North Essex. There will likely be wider benefits across the whole plan area as a result of such a focus, with single and cumulative links being of benefit to existing communities across the broad strategic area.

Scenario 9: Positive impacts can be expected regarding the integration of public transport options across both Garden Community options in accumulation in so far as they will benefit wider existing communities. Impacts are limited however in consideration of the distance between the two individual Garden Community options, and notions of integration of the two can be considered to not exist.

Objective 5: Resilience - Positive contribution towards maintaining resilient town centres and identified regeneration and development priority areas and institutions (including Essex University)

| Sustainability Objective (SO) | Scenario | | | | | | | | |
|-------------------------------|----------|---|----|---|---|---|----|----|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 5. Resilience | + | + | ++ | ? | + | ? | ++ | ++ | + |

Commentary:

Scenario 1: There will be positive cumulative impacts resulting from the Garden Community options contained within this scenario. This is in response to their individual potential to support and improve the vitality and viability of the town centres of Colchester and Braintree within the North Essex Authorities area. Impacts are limited however in response to the inclusion of Monks Wood and the lack of a choice of existing public transport links to town centres, notably regarding rail.

Scenario 2: There will be positive cumulative impacts resulting from the Garden Community options contained within this scenario. This is in response to their individual potential to support and improve the vitality and viability of the town centres of Colchester and Clacton within the North Essex Authorities area. Impacts are limited however in response to the inclusion of North Colchester and a perceived lack of a choice of public transport options to town centres, notably regarding rail.

Scenario 3: There will be significant positive cumulative impacts resulting from the Garden Community options contained within this scenario. This is in response to their individual potential to support and improve the vitality and viability of the town centres of Colchester and Clacton, as well as the University, within the North Essex Authorities area.

Scenario 4: There will be uncertain cumulative impacts resulting from the Garden Community options contained within this scenario. This is in response to their individual potential to support and improve the vitality and viability of the town centre of Colchester within the North Essex Authorities area. Impacts are limited however in response to the inclusion of North Colchester and a perceived lack of a choice of public transport options to town centres, notably regarding rail and the scope of the Garden Community options only benefitting the town centre of Colchester in this scenario.

Scenario 5: There will be positive cumulative impacts resulting from the Garden Community options contained within this scenario. This is in response to their individual potential to support and improve the vitality and viability of the town centres of Colchester and Braintree within the North Essex Authorities area. Impacts are limited however in response to the inclusion of Monks Wood and the lack of a choice of existing public transport links to town centres, notably regarding rail.

Scenario 6: There will be uncertain cumulative impacts resulting from the Garden Community options contained within this scenario. This is in response to their individual potential to support and improve the vitality and viability of the town centre of Braintree within the North Essex Authorities area. Impacts are limited in response to the inclusion of Monks Wood and the lack of a choice of existing public transport links to town centres, notably regarding rail, and the scope of the Garden Community options only benefitting the town centre of Braintree in this scenario.

Scenario 7: There will be significant positive cumulative impacts resulting from the Garden Community options contained within this scenario. This is in response to their individual potential to support and improve the vitality and viability of the town centres of Colchester, Braintree and Clacton, within the North Essex Authorities area.

Scenario 8: There will be significant positive cumulative impacts resulting from the Garden Community options contained within this scenario. This is in response to their individual potential to support and improve the vitality and viability of the town centres of Colchester, Braintree and Clacton, as well as the university, within the North Essex Authorities area.

Scenario 9: There will be positive cumulative impacts resulting from the Garden Community options contained within this scenario. This is in response to their individual potential to support and improve the vitality and viability of the town centres of Colchester and Braintree within the North Essex Authorities area.

Objective 6: Housing – Provision of a mix of tenures, including affordable homes and a range of housing types (including self-build/custom build and gypsy and traveller pitches).

| Sustainability Objective (SO) | Scenario | | | | | | | | |
|-------------------------------|----------|----|----|---|---|----|---|---|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 6. Housing | + | -- | -- | - | - | -- | - | - | -- |

Commentary:

Scenario 1: The distribution of growth can be seen to have some minor positive implications in so far as growth will occur within all three LPA areas, albeit predominantly focused around Braintree. This broadly aligns to an aspiration of sustainability within this report; that there should be a desire for strategic growth to supplement the growth requirements of the three authorities' Local Plans in order to address existing housing needs across the whole area and on a district / borough level.

Scenario 2: The cumulative impacts of focusing all required Garden Communities in the eastern area of North Essex can be seen to be negative across the strategic area; from a sustainability point of view there should be a desire for strategic growth to supplement the growth requirements of the three authorities' Local Plans in order to address existing housing needs across the whole area and on a district / borough level. This better aligns the Section One with the requirements of LPAs as iterated in the NPPF. North Colchester can be considered to have implications surrounding development associated with the Solar Farm on site and its lifespan as permitted. In addition, the Metro Plan submission highlights development locations in response to those that were submitted as part of the Tendring District Council Local Plan call-for-sites process. Work undertaken to explore the suitability and feasibility of the Metro Plan option (Colchester Metro Town – Evaluation of Alternatives, 2017 (AECOM)) identifies that the current land 'availability' as identified through the call-for-sites submissions would only provide less than 3,000 dwellings at a density of 35 dwellings per hectare. The implication of this in regard to this scenario is that there would have to be a higher level of growth at the North Colchester and the Tendring / Colchester Borders Garden Community options. Not only would this lead to a worse distribution of growth than intended under the scenario, but there would be significant implications of what could be delivered in the plan period. For this reason, impacts are assessed as significantly negative.

Scenario 3: The distribution of growth can be seen to have some minor positive implications in so far as growth will occur within all three LPA areas, albeit predominantly focused around Colchester and Tendring. The Metro Plan submission highlights development locations in response to those that were submitted as part of the Tendring District Council Local Plan call-for-sites process. Work undertaken to explore the suitability and feasibility of the Metro Plan option (Colchester Metro Town – Evaluation of Alternatives, 2017 (AECOM)) identifies that the current land 'availability' as identified through the call-for-sites submissions would only provide less than 3,000 dwellings at a density of 35 dwellings per hectare. The implication of this in regard to this scenario is that there would have to be a higher level of growth at the Colchester / Braintree Borders Garden Community (contrary to the principle of the scenario) as well as the Tendring / Colchester Borders Garden Community. Not only would this lead to a worse distribution of growth than intended under the scenario, but there would be significant implications of what could be delivered in the plan period. For this reason, impacts are assessed as significantly negative.

Scenario 4: The cumulative impacts of focusing all required Garden Communities around the town of Colchester can be seen to be negative across the strategic area; from a sustainability point of view there should be a desire for strategic growth to supplement the growth requirements of the three authorities' Local Plans in order to address

existing housing needs across the whole area and on a district / borough level. This better aligns the Section One with the requirements of LPAs as iterated in the NPPF. North Colchester can additionally be considered to have implications surrounding development associated with the Solar Farm on site and its lifespan as permitted. For this reason, impacts are assessed as negative.

Scenarios 5 & 6: The cumulative impacts of focusing all required Garden Communities in the western area of North Essex can be seen to be negative across the strategic area; from a sustainability point of view there should be a desire for strategic growth to supplement the growth requirements of the three authorities' Local Plans in order to address existing housing needs across the whole area and on a district / borough level. This better aligns the Section One with the requirements of LPAs as iterated in the NPPF. There will be additional negative implications associated with two Garden Communities under scenario 6, which has been additionally assessed as having significant negative impacts as a result of not providing enough growth in the plan period and meeting OAN.

Scenario 7: This scenario will have positive impacts in theory, based on the distribution of the Garden Community options that focuses growth in each authority. Nevertheless, the Metro Plan submission highlights development locations in response to those that were submitted as part of the Tendring District Council Local Plan call-for-sites process. Work undertaken to explore the suitability and feasibility of the Metro Plan option (Colchester Metro Town – Evaluation of Alternatives, 2017 (AECOM)) identifies that the current land 'availability' as identified through the call-for-sites submissions would only provide less than 3,000 dwellings at a density of 35 dwellings per hectare. The implication of this in regard to this scenario is that there would have to be a higher level of growth at the West of Braintree and the Tendring / Colchester Borders Garden Communities. Not only would this lead to a worse distribution of growth than intended under the scenario, but there would be significant implications of what could be delivered in the plan period. For this reason, impacts are assessed as negative.

Scenario 8: The distribution of growth can be seen to have some minor positive implications in so far as growth will occur within all three LPA areas, albeit predominantly focused around Colchester and Tendring. The Metro Plan submission highlights development locations in response to those that were submitted as part of the Tendring District Council Local Plan call-for-sites process. Work undertaken to explore the suitability and feasibility of the Metro Plan option (Colchester Metro Town – Evaluation of Alternatives, 2017 (AECOM)) identifies that the current land 'availability' as identified through the call-for-sites submissions would only provide less than 3,000 dwellings at a density of 35 dwellings per hectare. The implication of this in regard to this scenario is that there would have to be a higher level of growth at the West of Braintree Garden Community (extending into Uttlesford and outside the HMA) as well as the Tendring / Colchester Borders Garden Community. Not only would this lead to a worse distribution of growth than intended under the scenario, but there would be significant implications of what could be delivered in the plan period. For this reason, impacts are assessed as negative.

Scenario 9: This scenario will have positive impacts in theory, based on the distribution of the Garden Community options that focuses growth in each authority. There will be additional negative implications associated with two Garden Communities under scenario 6, which has been additionally assessed as having significant negative impacts as a result of not providing enough growth in the plan period and meeting OAN.

Objective 7: Employment Opportunities – Provision for a wide range of local jobs within easy commuting distance from homes

| Sustainability Objective (SO) | Scenario | | | | | | | | |
|-------------------------------|----------|---|---|---|---|----|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 7. Employment Opportunities | ? | - | ? | - | - | -- | + | + | ? |

Commentary:

Scenario 1: There can be expected to be positive impacts on employment growth through the distribution of development within this scenario; from a sustainability point of view there should be a desire for strategic growth to supplement the growth requirements of the three authorities' Local Plans in order to address existing employment needs across the whole area and on a district / borough level. This better aligns the Section One with the requirements of LPAs as iterated in the NPPF. The scenario also seeks to locate development in close proximity to the Skyline development in west Braintree, however impacts are limited due to the lack of existing rail links at Monks Wood and for that reason; uncertain impacts are highlighted within this assessment.

Scenario 2: The Metro Plan can be considered reliant to some degree on a Garden Community at Tendring / Colchester Borders in order to capitalise on employment provision in that wider area. This is fundamental to the principle of the option's satellite model extending outward from Colchester town. For that reason, the cumulative impacts of the Metro Town option with the Tendring / Colchester Borders Garden Community can be seen to have positive impacts in combination. The cumulative impacts of focusing all required Garden Communities in the eastern area of North Essex can be seen as negative across the strategic area; from a sustainability point of view there should be a desire for strategic growth to supplement the growth requirements of the three authorities' Local Plans in order to address existing employment needs across the whole area and on a district / borough level. This better aligns the Section One with the requirements of LPAs as iterated in the NPPF.

Scenario 3: The Metro Plan can be considered reliant to some degree on a Garden Community at Tendring / Colchester Borders in order to capitalise on employment provision in that wider area. This is fundamental to the principle of the option's satellite model extending outward from Colchester town. For that reason, the cumulative impacts of the Metro Town option with the Tendring / Colchester Borders Garden Community can be seen to have some positive impacts in combination. The cumulative impacts of focusing all required Garden Community options around Colchester can be seen as negative across the strategic area; from a sustainability point of view there should be a desire for strategic growth to supplement the growth requirements of the three authorities' Local Plans in order to address existing employment needs across the whole area and on a district / borough level. This better aligns the Section One with the requirements of LPAs as iterated in the NPPF. Overall, there will be uncertain impacts associated with the scenario, based on the above considerations but also reflecting an element of growth in Braintree district; albeit likely beyond the plan period.

Scenario 4: The cumulative impacts of focusing all required Garden Communities in the area of Colchester town can be seen as negative across North Essex; from a sustainability point of view there should be a desire for strategic growth to supplement the growth requirements of the three authorities' Local Plans in order to address existing employment needs across the whole area and on a district / borough level. This better aligns the Section One with the requirements of LPAs as iterated in the NPPF.

Scenario 5: The cumulative impacts of focusing all required Garden Communities in the Braintree area of North Essex can be seen as negative across the strategic area; from a sustainability point of view there should be a desire for strategic growth to supplement the growth requirements of the three authorities' Local Plans in order to address existing employment needs across the whole area and on a district / borough level. This better aligns the

Section One with the requirements of LPAs as iterated in the NPPF. The scenario seeks to locate development in close proximity to the Skyline development in west Braintree, however does not capitalise on the employment benefits associated with the University. Additionally, impacts are further limited due to the lack of existing rail links at Monks Wood and for that reason negative impacts are highlighted within this assessment.

Scenario 6: The cumulative impacts of focusing two Garden Communities in the Braintree area of North Essex can be seen as negative across the strategic area; from a sustainability point of view there should be a desire for strategic growth to supplement the growth requirements of the three authorities' Local Plans in order to address existing employment needs across the whole area and on a district / borough level. This better aligns the Section One with the requirements of LPAs as iterated in the NPPF. Although the scenario seeks to locate development in close proximity to the Skyline development in west Braintree, impacts are limited further due to the lack of existing rail links at Monks Wood, resulting in a significantly negative impact on this objective.

Scenario 7: The Metro Plan can be considered reliant to some degree on a Garden Community at Tendring / Colchester Borders in order to capitalise on employment provision in that wider area. This is fundamental to the principle of the option's satellite model extending outward from Colchester town. For that reason, the cumulative impacts of the Metro Town option with the Tendring / Colchester Borders Garden Community can be seen to have some positive impacts in combination. The cumulative impacts of distributing the Garden Communities in the Braintree area of North Essex can be seen as positive across the strategic area; from a sustainability point of view there should be a desire for strategic growth to supplement the growth requirements of the three authorities' Local Plans in order to address existing employment needs across the whole area and on a district / borough level. The scenario also seeks to locate development in close proximity to the Skyline development in west Braintree.

Scenario 8: The Metro Plan can be considered reliant to some degree on a Garden Community at Tendring / Colchester Borders in order to capitalise on employment provision in that wider area. This is fundamental to the principle of the option's satellite model extending outward from Colchester town. For that reason, the cumulative impacts of the Metro Town option with the Tendring / Colchester Borders Garden Community can be seen to have some positive impacts in combination. The cumulative impacts of distributing the Garden Communities in the Braintree area of North Essex can be seen as positive across the strategic area; from a sustainability point of view there should be a desire for strategic growth to supplement the growth requirements of the three authorities' Local Plans in order to address existing employment needs across the whole area and on a district / borough level. The scenario also seeks to locate development in close proximity to the University and the Skyline development.

Scenario 9: The cumulative impacts of distributing the Garden Communities in the Braintree area of North Essex can be seen as positive across the strategic area; from a sustainability point of view there should be a desire for strategic growth to supplement the growth requirements of the three authorities' Local Plans in order to address existing employment needs across the whole area and on a district / borough level. The scenario also seeks to locate development in close proximity to the University and the Skyline development, providing comparatively easy access to established employment growth areas. Despite this, the development of two Garden Communities would not align housing and employment growth to the levels required of the OAN report, and as such, uncertain impacts have been identified for this scenario.

Objective 8: Mixed-use Opportunities – Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.

| Sustainability Objective (SO) | Scenario | | | | | | | | |
|-------------------------------|----------|---|---|----|----|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 8. Mixed-use Opportunities | ++ | ? | ? | ++ | ++ | + | ? | ? | + |

Commentary:

Scenario 1: The Garden Communities within this scenario can be expected to have a strong prospect of providing the full suite of required mixed-use opportunities, including the provision of both primary and secondary schools. This will have significant cumulative benefits across the North Essex Authorities area and wider benefits for existing communities in the broad areas for each Garden Community. There are likely to be additional cumulative benefits associated with wider health outcomes outside the direct scope of the Garden City principles.

Scenarios 2, 3, 7 & 8: The majority of the Garden Communities within this scenario can be expected to have a strong prospect of providing the full suite of required mixed-use opportunities, including the provision of both primary and secondary schools. This will have significant cumulative benefits across the North Essex Authorities area and wider benefits for existing communities in the broad areas for each Garden Community. There are likely to be additional cumulative benefits associated with wider health outcomes outside the direct scope of the Garden City principles. Despite this, regarding the Metro Plan option, the inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods is unlikely to be wholly possible at each location due to the limited scale of development at each individual settlement and within the 10 minute walking radius from each rail station. Although existing infrastructure and services are likely to exist in close proximity to each settlement focus, this is likely to put pressure on existing infrastructure capacities, such as GPs and schools, without the requisite development (dwelling) thresholds being met for the provision of new infrastructure. For this reason, impacts are assessed as uncertain for this scenario.

Scenario 4: The Garden Communities within this scenario can be expected to have a strong prospect of providing the full suite of required mixed-use opportunities, including the provision of both primary and secondary schools. This will have significant cumulative benefits across the North Essex Authorities area and wider benefits for existing communities in the broad areas for each Garden Community. There are likely to be additional cumulative benefits associated with wider health outcomes outside the direct scope of the Garden City principles.

Scenario 5: The Garden Communities within this scenario can be expected to have a strong prospect of providing the full suite of required mixed-use opportunities, including the provision of both primary and secondary schools. This will have significant cumulative benefits across the North Essex Authorities area and wider benefits for existing communities in the broad areas for each Garden Community. There are likely to be additional cumulative benefits associated with wider health outcomes outside the direct scope of the Garden City principles.

Scenario 6: The Garden Communities within this scenario can be expected to have a strong prospect of providing the full suite of required mixed-use opportunities, including the provision of both primary and secondary schools. This will have significant cumulative benefits across the North Essex Authorities area and wider benefits for existing communities in the broad areas for each Garden Community. There are likely to be additional cumulative benefits associated with wider health outcomes outside the direct scope of the Garden City principles. Impacts are limited however, where the delivery of two Garden Communities within this scenario can be expected to have comparably less wide scoping benefits than other scenarios.

Scenario 9: The Garden Communities within this scenario can be expected to have a strong prospect of providing

the full suite of required mixed-use opportunities, including the provision of both primary and secondary schools. This will have significant cumulative benefits across the North Essex Authorities area and wider benefits for existing communities in the broad areas for each Garden Community. There are likely to be additional cumulative benefits associated with wider health outcomes outside the direct scope of the Garden City principles. Impacts are limited however, where the delivery of two Garden Communities within this scenario can be expected to have comparably less wide scoping benefits than other scenarios.

Objective 9: Environmental Quality & Sustainability – Incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology to ensure climate resilience.

| Sustainability Objective (SO) | Scenario | | | | | | | | |
|---|----------|---|---|----|----|----|---|---|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 9. Environmental Quality & Sustainability | ++ | - | - | ++ | ++ | ++ | - | - | ++ |

Commentary:

Scenarios 1, 4, 5, 6 & 9: The Garden Communities within this scenario can be expected to have a strong prospect of providing generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology to ensure climate resilience. This will have significant cumulative benefits across the North Essex Authorities area and wider benefits for existing communities in the broad areas for each Garden Community. There are likely to be additional cumulative benefits associated with wider health outcomes outside the direct scope of the Garden City principles.

Scenarios 2, 3, 7 & 8: The majority of the Garden Communities within this scenario can be expected to have a strong prospect of providing the full suite of required mixed-use opportunities, including the provision of both primary and secondary schools. This will have significant cumulative benefits across the North Essex Authorities area and wider benefits for existing communities in the broad areas for each Garden Community. There are likely to be additional cumulative benefits associated with wider health outcomes outside the direct scope of the Garden City principles. Despite this, regarding the Metro Plan option, the principle of a series of satellite developments creates notional issues regarding both achieving a fully integrated and connected green grid at the settlement level and also the incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SuDS and zero-carbon/energy-positive technology to ensure climate resilience. The requirements for open space are likely to be a significant requirement due to the option's focus on Tendring, which as a district contains numerous international / European designated sites in coastal and estuarine areas. The AA notes the possibility that habitat creation might be needed to mitigate the impacts on wintering birds within the Tendring area. For this reason, negative impacts have been highlighted in relation to these scenarios, however it should be noted that the level of growth submitted is unlikely to be provided as identified in this SA and the Colchester Metro Town – Evaluation of Alternatives, 2017 (AECOM) document.

Objective 10: Developability / Deliverability - The growth area is available, commercially attractive, and capable of delivering necessary physical/social/green infrastructure and could be viably developed within [6-10] years. Satisfactory mechanisms are in place to capture increase in land value to meet infrastructure costs and manage and maintain assets in the long term

| Sustainability Objective (SO) | Scenario | | | | | | | | |
|-------------------------------------|----------|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10. Developability / Deliverability | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Commentary:

Scenarios 1 - 9: It is not considered that there are any cumulative themes associated from the deliverability / developability of the Garden Communities that would give rise to any sustainability impacts.

7.5.4 Reasons for Rejecting the Alternative Garden Community (GC) Option Permutations

The preferred / allocated scenario is that contained within the 'Cumulative & Synergistic Impacts of the Allocated Garden Communities' section of this SA, above. The Garden Communities have been selected / allocated due to their ability to meet offer a broad geographic dispersal meeting the individual and combine North Essex growth requirements / needs across all of the participating Section One authorities. The options explored also reflect the best possible spread of wider benefits to existing and new communities, reflecting accessible locations that will have no location-based cumulative impacts. They can also be seen to represent the most sustainable options in reflection of potential benefits and opportunities.

This section outlines the main reasons for rejecting the alternative Garden Community option permutations explored.

Table 30: The Reasons for Rejecting the Alternative Garden Community (GC) Option Permutations

| Scenario | Sites forming Permutation | | | Reason for Rejection |
|----------|---------------------------|------------|-------------------------------|--|
| 1. | West of Braintree | Monks Wood | Tendring / Colchester Borders | Monks Wood is currently located on the highly trafficked and single carriageway section of the A120. The only other roads in the vicinity are very rural lanes in the vicinity and no opportunity to access a site of this size by other routes. If the A120 project is to go ahead, 1 of the 5 options could see the new A120 run through the site, the other 4 would be distant from the site. Whilst any upgrade option would provide capacity on the existing A120 network, there are no guarantees that the project will go forward. With the exception of option A travel to |

| Scenario | Sites forming Permutation | | | Reason for Rejection |
|----------|---------------------------|--------------------------------|--------------------------------|--|
| | | | | the strategic highway network would need to be via Marks Tey to the east or Braintree to the west. In addition the project is not due to complete until 2026, so completions would not be able to start until that date. The employment market in Braintree is less strong than Colchester and major new employment areas are proposed on the west side of Braintree which is in close proximity to the West of Braintree garden community. |
| 2. | Metro Plan | Tendring / Colchester Borders | North of Colchester | The discounting of the North Colchester site for a Garden Community was based on the negative environmental impacts of a large Garden Community on an area of significant landscape and environmental value. The Metro Plan option has been rejected due its inability to deliver the required growth, linked to deliverability / developability and the availability / lack of promotion of land within the model to the required scales. It is also not considered that a series of smaller developments can successfully combine to meet the requirements of sustainability / Garden City principles. Additionally, the deliverability and sustainability of Garden Communities was considered to be best served by their location in two distinct areas of the Borough as opposed to adjacent communities at both East and North Colchester. |
| 3. | Metro Plan | Tendring / Colchester Borders | Colchester / Braintree Borders | The Metro Plan option has been rejected due its inability to deliver the required growth, linked to deliverability / developability and the availability / lack of promotion of land within the model to the required scales. It is also not considered that a series of smaller developments can successfully combine to meet the requirements of sustainability / Garden City principles. |
| 4. | North Colchester | Colchester / Braintree Borders | Tendring / Colchester Borders | The discounting of the North Colchester site for a Garden Community was based on the negative environmental impacts of a large Garden Community on an area of significant landscape and environmental value. Additionally, the deliverability and sustainability of Garden Communities was considered to be best served by their location in two distinct areas of the Borough as opposed to adjacent communities at both East and North Colchester. |
| 5. | West of Braintree | Monks Wood | Colchester / Braintree | Monks Wood is currently located on the highly trafficked and single carriageway section of the A120. The only |

| Scenario | Sites forming Permutation | | | Reason for Rejection |
|----------|---------------------------|-------------------|------------|---|
| | | | Borders | other roads in the vicinity are very rural lanes in the vicinity and no opportunity to access a site of this size by other routes. If the A120 project is to go ahead, 1 of the 5 options could see the new A120 run through the site, the other 4 would be distant from the site. Whilst any upgrade option would provide capacity on the existing A120 network, there are no guarantees that the project will go forward. With the exception of option A travel to the strategic highway network would need to be via Marks Tey to the east or Braintree to the west. In addition the project is not due to complete until 2026, so completions would not be able to start until that date. The employment market in Braintree is less strong than Colchester and major new employment areas are proposed on the west side of Braintree which is in close proximity to the West of Braintree garden community. Additionally, the deliverability and sustainability of Garden Communities was considered to be best served by their location in three distinct areas of the strategic area. |
| 6. | Monks Wood | West of Braintree | N/A | Monks Wood is currently located on the highly trafficked and single carriageway section of the A120. The only other roads in the vicinity are very rural lanes in the vicinity and no opportunity to access a site of this size by other routes. If the A120 project is to go ahead, 1 of the 5 options could see the new A120 run through the site, the other 4 would be distant from the site. Whilst any upgrade option would provide capacity on the existing A120 network, there are no guarantees that the project will go forward. With the exception of option A travel to the strategic highway network would need to be via Marks Tey to the east or Braintree to the west. In addition the project is not due to complete until 2026, so completions would not be able to start until that date. The employment market in Braintree is less strong than Colchester and major new employment areas are proposed on the west side of Braintree which is in close proximity to the West of Braintree garden community. The notion of two Garden Communities, based on assumptions made regarding commencement dates and delivery rates, will not provide enough homes to meet OAN in the plan period. |
| 7. | West of | Colchester / | Metro Plan | The Metro Plan option has been rejected due its inability |

| Scenario | Sites forming Permutation | | | Reason for Rejection |
|----------|-------------------------------|-------------------------------|-------------------|---|
| | Braintree | Braintree Borders | | to deliver the required growth, linked to deliverability / developability and the availability / lack of promotion of land within the model to the required scales. It is also not considered that a series of smaller developments can successfully combine to meet the requirements of sustainability / Garden City principles. |
| 8. | Metro Plan | Tendring / Colchester Borders | West of Braintree | The Metro Plan option has been rejected due its inability to deliver the required growth, linked to deliverability / developability and the availability / lack of promotion of land within the model to the required scales. It is also not considered that a series of smaller developments can successfully combine to meet the requirements of sustainability / Garden City principles. |
| 9. | Tendring / Colchester Borders | West of Braintree | N/A | The notion of two Garden Communities, based on assumptions made regarding commencement dates and delivery rates, will not provide enough homes to meet OAN in the plan period. |



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June 2017



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North Essex Authorities Strategic Section One for Local Plans: Draft Publication (Regulation 19)

Draft Sustainability Appraisal (SA): Non-Technical Summary - June 2017





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Glossary of Acronyms

| | |
|-----------------|--|
| AA | Appropriate Assessment |
| ALC | Agricultural Land Classification |
| AONB | Area of Outstanding Natural Beauty |
| AQMA | Air Quality Management Area |
| BDC | Braintree District Council |
| CA | Conservation Area |
| CAUSE | Campaign Against Urban Sprawl in Essex |
| CBC | Colchester Borough Council |
| CCC | Chelmsford City Council |
| CO ₂ | Carbon Dioxide |
| DCLG | Department for Communities and Local Government |
| DECC | Department of Energy and Climate Change |
| DEFRA | Department for Environment, Food and Rural Affairs |
| DfT | Department for Transport |
| DPD | Development Plan Document |
| EA | Environment Agency |
| EC | European Commission |
| ECC | Essex County Council |
| EEFM | East of England Forecasting Model |
| EHHER | Essex Historic Environment Record |
| EU | European Union |
| GC | Garden Community |
| GCP | Garden City Principle |
| GTAA | Gypsy & Traveller Accommodation Assessment |
| Ha | Hectare |
| HE | Historic England |
| HMA | Housing Market Area |
| HRA | Habitats Regulations Assessment |
| I&O | Issues and Options |
| IWMP | Integrated Water Management Plan |
| JNCC | Joint Nature Conservation Committee |
| KS4 | Key Stage 4 |
| LB | Listed Building |
| LCA | Landscape Character Assessment |
| LEP | Local Enterprise Partnership |
| LPA | Local Planning Authority |



| | |
|---------|--|
| LNP | Local Nature Partnership |
| MSA | Minerals Safeguarding Area |
| NE | Natural England |
| NEGC | North Essex Garden Communities |
| NHS | National Health Service |
| NPPF | National Planning Policy Framework |
| NVQ | National Vocational Qualification |
| OAN | Objectively Assessed Need |
| ONS | Office of National Statistics |
| PDL | Previously Developed Land |
| PO | Preferred Options |
| PPG | Planning Practice Guidance |
| PRoW | Public Right of Way |
| SA | Sustainability Appraisal |
| SAC | Special Area of Conservation |
| SEA | Strategic Environmental Assessment |
| SELEP | South East Local Enterprise Partnership |
| SFRA | Strategic Flood Risk Assessment |
| SHLAA | Strategic Housing Land Availability Assessment |
| SHELA | Strategic Housing and Employment Land Availability |
| SLAA | Strategic Land Availability Assessment |
| SHMA | Strategic Housing Market Assessment |
| SM | Scheduled Monument |
| SNPP | Sub National Population Projections |
| SO | Sustainability Objective |
| SPA | Special Protection Area |
| SPD | Supplementary Planning Document |
| SPG | Supplementary Planning Guidance |
| Sqm | Square Metre |
| SSSI | Site of Specific Scientific Interest |
| STW/WRC | Sewage Treatment Works / Water Recycling Centres |
| SuDS | Sustainable Drainage System |
| TCPA | Town and Country Planning Association |
| TDC | Tendring District Council |
| UDC | Uttlesford District Council |
| UK | United Kingdom |
| UPC | Unattributed Population Change |
| WCS | Water Cycle Study |
| WPA | Waste Planning Authority |

1. Introduction

1.1 Background

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

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

1.2 Section One for Local Plans

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

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

The geographic and functional relationship between the authorities' areas is demonstrated by the fact that, with Chelmsford City Council, they form a single Housing Market Area (HMA) for planning purposes; and they are a major part of the Haven Gateway, an established economic partnership. Within this context, the forecast levels of future population growth together with the geography of North Essex means that considerations for future growth will include options that have clear cross-boundary implications. These include both the expansion of existing towns and villages as well as possible new settlements.

Consequently, Braintree, Colchester and Tendring have agreed to come together because of their shared desire to promote a sustainable growth strategy for the longer term; and the particular need to articulate the strategic priorities within the wider area and how these will be addressed. Central to this is the effective delivery of planned strategic growth, particularly housing and employment development, with the necessary supporting infrastructure.

The Strategic Section One for Local Plans is intended to form part of each of the authorities' separate Local Plans of Braintree, Colchester and Tendring, with the main purpose of covering the strategic Local Plan requirements of:

- Articulating a spatial portrait of the area, including its main settlements and strategic infrastructure, as a framework for accommodating future planned growth;
- Providing a strategic vision for how planned growth in north Essex will be realised, setting strategic objectives and policies for key growth topics;

- Setting out the numbers of additional homes and jobs across the area that will be needed covering the plan period to 2033; and
- Highlighting the key strategic growth locations across the area and the necessary new or upgraded infrastructure to support this growth.

Sections One and Two of the Local Plans of Braintree, Colchester and Tendring form part of a suite of planning documents relevant to each area, including county-wide and local Plans such as:

- ECC Minerals Local Plan (2014);
- ECC Waste Local Plan (emerging);
- ECC Development Management Policies (2011); and
- Neighbourhood Plans.

Other relevant plans and programmes are identified in Annex of the SA. Annex A also includes the description of other environmental protection objectives which are relevant to Section One including Council Directive 79/409/EEC on the conservation of wild birds(a) and the Habitats Directive.

2. Sustainability Appraisal / Strategic Environmental Assessment

2.1 The Requirement for Sustainability Appraisal

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

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

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

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

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

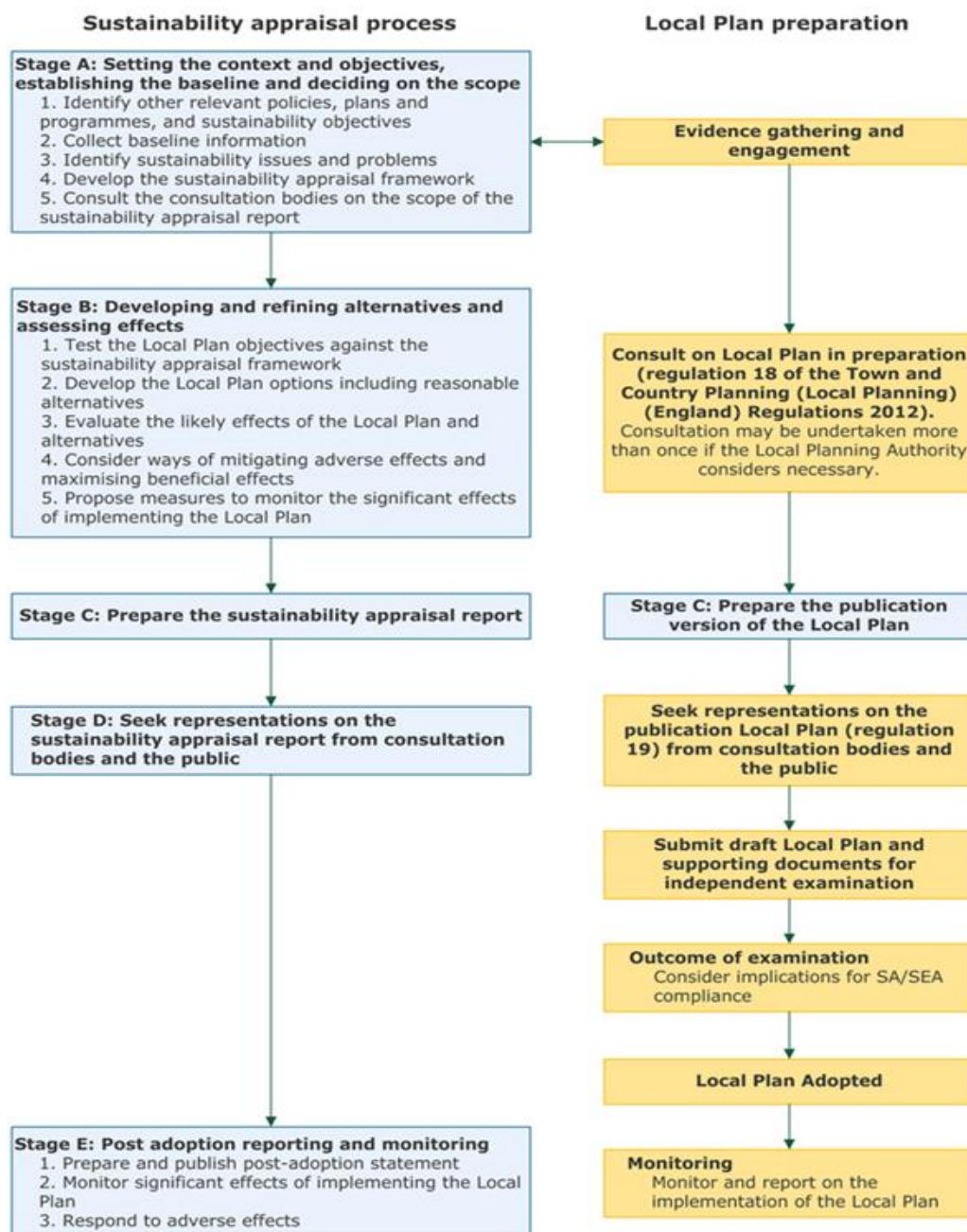
This includes Local Plans. The aim of the SEA is to identify potentially significant environmental effects created as a result of the implementation of the plan or programme on issues such as *'biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors'* as specified in Annex 1(f) of the Directive. SA examines the effects of proposed plans and programmes in a wider context, taking into account economic, social and environmental considerations in order to promote sustainable development. It is mandatory for Local Plans to undergo a Sustainability Appraisal in accordance with the Planning and Compulsory Purchase Act 2004 as amended by the Planning Act 2008, and in accordance with paragraph 165 of the NPPF.

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

2.2 The Sustainability Appraisal Process

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

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



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

2.3 The Aim and Structure of this Non-Technical Summary

This Non-Technical Summary responds to Stage C in the SA process above; including those requirements of Stage B: assessing strategic options including reasonable alternatives, evaluating the likely effects of the strategic options and alternatives, and considering ways of mitigating adverse effects and maximising beneficial effects.

The production of a Sustainability Appraisal (Environmental) Report is a statutory requirement at this stage, and this SA Report has been produced to accompany the Draft Publication Local Plan consultations for Braintree District Council's Local Plan, Colchester Borough Council's Local Plan and Tendring District Council's Local Plan.

Following the finalisation of this Report, Stage D in the above SA process requires consultation. There are three statutory consultees or 'environmental authorities' that are required to be consulted for all Sustainability Appraisal and Strategic Environmental Assessment documents. These are:

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

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

The environmental authorities and public are to be given 'an early and effective opportunity' within appropriate time-frames to express their opinion. This includes the specific notification of the consultation documents and timeframes to those persons or bodies on the 'consultation databases' of the three LPAs. This reflects those persons or bodies who have commented on the SA in previous consultation stages.

3. Sustainability Context and Objectives

3.1 Environmental Characteristics and Objectives

The following table outlines the stages which led to the formulation of the Sustainability Objectives for the Strategic Section One for Local Plans, which were based on key sustainability issues and considerations for the whole Strategic Area. The state of the environment in absence of the Section One is derived from the Baseline Information addressed in Annex B accompanying this report and the wider benefits that can be expected of growth over a large strategic area.

Table 1: Key Sustainability Issues and Problems and resulting Sustainability Objectives

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|----------------------------|---|--|--|
| Social integration | Some of the highest increases in populations county-wide are forecast to be in Colchester Borough and Tendring District and there is a need to integrate new communities with existing ones. | The absence of a strategic approach across the HMA is likely to lead to the allocation of development across the area that can be considered comparatively more piecemeal and not of the scale to stimulate wider infrastructure benefits, and ancillary development requirements, that can be of wider benefit to new and existing communities. | 1) Create safe environments which improve quality of life, community cohesion |
| Quality of life | Tendring has the highest level of deprivation for a local authority within Greater Essex. | | |
| Population growth | The latest population trend data shows that the population in the HMA area is growing annually. The area's population has been projected to increase (ONS, 2014) to 2021. Some of the highest increases in populations county-wide are forecast to be in Colchester Borough and Tendring District. | Without a strategic approach within the HMA, it is probable that each authority would have to explore the allocation of marginal and less sustainable land. | 2) To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|-------------------------------------|--|---|-------------------------------|
| The need for specific housing types | There is an identified need for specific types of housing throughout the strategic area including housing for older people. | As indicated by need, market forces alone can not be expected to deliver all types of housing need in the HMA. The exploration of Spatial Strategy and Section Policies that are wider in scope across the HMA / strategic area, including Garden Community options, enables sustainable growth to be well dispersed in reflection of needs across the HMA. Also and importantly the Section One ensures the delivery of such housing through adhering to Garden City Principles. | |
| Affordable housing | In 2014/15, 3.8% of the net dwelling completions, which accounts for 10 dwellings, were affordable within Tendring, as opposed to higher percentages in Braintree and Colchester. This indicates that affordable housing is an issue. | The scope of the Section One across the HMA can ensure that affordable housing delivery and units for older people can significantly increase. It is also a Garden City Principle and requirement of such strategic development. In the absence of the Strategic Section One for Local Plans, including Garden Communities, there is a possibility that a higher proportion of smaller sites are allocated for development in Local Plans, which would not provide such significant increases in affordable housing and housing for older people. | |
| Ageing population | The population structure in Colchester is more weighted towards 20-44 year olds, similar to the trends in Braintree but with less dominance in this age group. Contrastingly, Tendring has a higher population of people aged over 65. This age group is also predicted to increase over Local Plan periods. | | |
| Gypsy and Traveller | Tendring has seen no increase in Gypsy and | Garden Communities, as explored in the Strategic Section One for Local | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|------------------------------------|--|---|--|
| requirements | Traveller provisions since January 2014. Caravan counts in Braintree have increased since January 2014, but with fluctuations in measuring periods between 2014 and 2016 due to unauthorised sites being removed from the statistics, presumably due to eviction or inclusion in the statistics for tolerated sites. A similar trend is apparent in Colchester. | Plans have the capability, and are likely to provide adequate Gypsy and Traveller provision, located in sustainable areas, that is unlikely to otherwise be forthcoming from call-for-sites processes. | |
| Healthcare services | Health services in the Strategic Area are either underprovided or otherwise oversubscribed. Life expectancy of residents within Tendring District is lower than the regional and national averages with men living for an average of 78.7 years and women on average living 82.0 years. Braintree and Colchester have higher life expectancies for men and women than the national figures, but are both below the regional figures. | In exploring options for strategic level growth within Section One, relevant strategic policies and Garden Communities have the opportunity to integrate adequate health service and recreation provision into the settlement, or can otherwise ensure that accessibility to healthcare facilities is improved. In the absence of this approach, it is possible that current trends will continue and negative implications be exacerbated. | 3) To improve the health of the District's residents and mitigate/reduce potential health inequalities |
| Participation in sport and obesity | Participation in sport has seen a reduction in Tendring and Colchester, and Braintree also has reduced overall since 2012-13. In addition, obesity in Tendring is more prevalent than Braintree, Colchester, the | | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|----------------------------|--|---|---|
| | region and the nation. | | |
| Business start ups | Compared to sub-national and national figures, Tendring district has experienced a lower start up rate and a lower de-registration rate of businesses indicating a slightly less robust local economy. Braintree and Colchester are more in line with the county and national business registration and de-registration rates. | The link between homes and jobs is a key tenet of sustainability, as is ensuring progressive growth in employment opportunities across a range of sectors. This is best addressed at a strategic level through Section One policies and the opportunities presented by Garden Communities. This ensures that a mix can be adequately provided. In contrast, without such an approach it can be expected that out commuting will continue and the location of new housing and employment opportunities would remain disparate. Garden Communities should also, where sensitively located, ensure that town centres remain viable and offer employment opportunities in easy commuting distance to homes. | 4) To ensure and improve the vitality & viability of centres 5) To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways |
| Rural employment | Tendring District is predominantly rural in nature; however the majority of businesses are located in an urban location. The majority of businesses in Colchester are in urban areas. | | |
| Town centres | Town centres within the North Essex and nationally area are under threat from an increase in non-town centre uses through permitted development rights and out of centre retail opportunities which are less congested. | | |
| Commuting patterns | All the authorities registered significant proportions of residents travelling outside to other local authority areas to find employment. Just | | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|--|--|---|---|
| | 59.9% of residents in Braintree remained in the District for their work, which was the lowest percentage of the Districts and Boroughs. Tendring was the next highest, followed by Colchester with the lowest proportion of residents travelling elsewhere for employment. | | |
| International and European wildlife designations | In the Plan Area there are a number of Ramsar sites which include Hamford Water, and parts of the Colne and Blackwater estuaries which include coastal areas, estuaries, rivers and lakes/reservoirs. These Ramsar sites are also SPAs. There is also one 1 SAC in the area: a large coastal area known as Essex Estuaries | The exploration of strategic growth in a plan led system at an early stage enables the results and recommendations of HRA and AA to be factored into plan making at the strategic level. This ensures that mitigation strategies can be developed as per the recommendations of these studies to alleviate pressure on designations and eradicate any 'likely significant effects.' | 6) To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity |
| National and local wildlife designations | There are a number of National Nature Reserves, SSSIs, Local Wildlife Sites and Local nature Reserves in the strategic area. | The exploration of strategic growth in a plan led system at an early stage, enables the green infrastructure of the strategic area to be interconnected and enhanced through a joined-up approach to new settlements and associated economies of scale that could otherwise not be expected. The scope of Section One ensures that green infrastructure is better integrated across the strategic area. | |
| Car ownership | Tendring and Colchester are above the regional and national averages for | Car ownership can be expected to increase without the development of solutions that deliver truly sustainable | 7) To achieve more sustainable travel behaviour, reduce the |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|----------------------------------|--|---|---|
| | households owning 1 or more cars, in contrast with Braintree which is lower. | options at a strategic level that ensure a range of employment opportunities and services are accessible by sustainable means. | need to travel and reduce congestion |
| Congestion | Congestion is common on specific sections of the strategic road network. | | |
| Air quality | There are a number of AQMAs in Colchester | | |
| Congestion and interconnectivity | There are network efficiency issues on a number of strategic inter-urban routes which are operating at or near to capacity. | Without a strategic plan-led approach to growth, it is possible that development requirements on a district / borough wide basis can conflict in the wider area in regard to congestion. The Section One enables a joined up approach to growth that contributes to wider interconnectivity and better transport solutions / improvements. | 8) To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development |
| Transport infrastructure | There is a strategic need for transport infrastructure improvements associated with the A12 and A120 | | |
| Rural transport | The strategic area is largely rural in nature and rural public transport services and interconnectivity is poor. | | |
| Educational achievement | Tending on average has lower proportions of students achieving KS4 results across all measures when compared with Braintree and Colchester. This trend extends to adult qualifications, where Braintree and Colchester are above regional and national averages for adults with NVQ1 level | Solutions to address these two issues can be considered to be feasible and better aligned across the strategic area through a strategic approach. Garden Communities and strategic policies can ensure the incorporation of schools and stimulate the provision of facilities by meeting required dwelling yield thresholds. | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|----------------------------|---|--|--|
| | qualifications or higher. | | |
| School capacity | School capacities are forecast to be in deficit, when adjusted for new housing requirements | | |
| Heritage assets at risk | According to the Heritage at Risk Register (2016), there are 15 assets listed as being at risk in Tendring. This consists of 7 Scheduled Monuments, 4 Listed Buildings and 4 Conservation Areas. There are 7 assets listed as being at risk in Braintree. This consists of 3 Scheduled Monuments, 2 listed places of worship and 2 Conservation Areas. There are 10 assets listed as being at risk in Colchester. This consists of 4 Scheduled Monuments, 2 listed places of worship, 1 Listed Building and 3 Conservation Areas. | A plan-led approach over the wider strategic area ensures that housing and employment needs can be met in more suitable areas regarding the protection of the historic environment; in the absence of this approach district / borough wide needs would be met more independently and development pressures could lead to the allocation of less suitable land or urban concentration / expansion at higher densities. This could impact on Conservation Areas and historic cores. The exploration of a plan-led system at the strategic level ensures a consistency of approach in regard to the historic environment and historic landscapes. Garden Communities at the scales identified also ensures that mitigation strategies can be successfully and holistically integrated over a wide area with additional potential for the enhancement of any heritage assets or their settings. | 9) To conserve and enhance historic and cultural heritage and assets and townscape character |
| Listed buildings | There is a concentration of listed buildings in the district of Braintree and also around historic towns such as Colchester. | | |
| Historic towns | Colchester is the country's oldest town and the historic environment should be effectively protected and valued for its own sake, as an irreplaceable record | | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|-------------------------------|---|--|--|
| | which contributes to our understanding of both the present and the past. | | |
| Renewable energy use | Tendring District, Colchester Borough and Braintree District all consume more energy from non-renewable sources as a percentage of their consumption compared to the East of England as a whole | Solutions to address this issue can be considered to be feasible at the strategic level that can incorporate and stimulate the provision for renewable energy and energy efficiency aspirations through economies of scale. | 10) To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation. |
| Water scarcity and management | Water management is challenging given the combination of high development growth and it being one of the driest counties in England. In respect of water quantity a significant portion of the resource is considered to be 'water stressed'; the resource availability status of rivers and aquifers show that they are generally over abstracted; and not self-sufficient in relation to local sources of water supply and needs to import substantial quantities of water to satisfy existing demand | In the absence of the strategic Section One for Local Plans, development could come forward that does not explore holistic approaches to meeting water demand within the strategic area. | 11) To improve water quality and address water scarcity and sewerage capacity |
| Fluvial flood risk | Although flooding cannot be completely prevented, its impacts can be avoided and reduced through effective planning and land management. The National Planning Policy Framework seeks to avoid inappropriate | A plan-led approach over the wider strategic area ensures that housing and employment needs can be met in areas that are less susceptible to flooding; in the absence of this approach district / borough wide needs would be met more independently and development pressures could lead to | 12) To reduce the risk of fluvial, coastal and surface water flooding |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|----------------------------|---|---|-------------------------------|
| | development in areas at risk of flooding, but where development is necessary, to ensure that it is safe and does not increase flood risk elsewhere. | the allocation of less suitable land or urban concentration / expansion at higher densities which would exacerbate surface water flood risk. The exploration of Garden Communities at the scales identified also ensures that sustainable drainage methods can be successfully and holistically integrated over a wide area with additional potential for biodiversity gain. | |
| Surface water flood risk | Surface water flood risk is relatively high with all main settlements assessed being ranked in the top 1,000 settlements most susceptible to surface water flooding. | | |
| Coastal flood risk | Significant levels of flood risk have been identified along the Essex coast and inland along river stretches. | | |
| Air quality | There have been general reductions on the average energy consumption on roads in the area. Similar reductions are apparent on the majority of roads throughout all authorities with the exception of minor roads in Colchester. | There is a need to allocate strategic development in such a way that air quality issues in Colchester are not exacerbated. Without a strategic approach across the HMA, it is possible that the Borough Council would be prompted to allocate less suitable land, or a number of urban extensions to the main town of Colchester, to meet their borough-wide needs as stated in the OAN Report. | 13) To improve air quality |
| AQMAs | There are a large number of AQMAs in the town of Colchester. | A plan-led approach over the wider strategic area ensures that housing and employment needs can be met in more suitable areas as opposed to any concentration / expansion of towns at higher densities which could exacerbate air quality issues. | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in absence of the Strategic Section One for Local Plans | Sustainability Objective (SO) |
|------------------------------------|--|--|---|
| AONB pressures | There is one AONB, Dedham Vale, which lies on the border of Suffolk and Essex in Colchester Borough covering an area of 90 sq. km. It has been designated such because it is an exceptional example of a lowland river valley and plans are being explored to extend this designation westward. | It is unlikely that there would be any significant difference in conditions without the implementation of the Section One. | 14) To conserve and enhance the quality of landscapes |
| Agricultural land and soil quality | There are significant areas of Grade 1 agricultural land within Tendring, and smaller areas within Colchester Borough. | It is unlikely that there would be any significant difference in conditions without the implementation of the Section One. | 15) To safeguard and enhance the quality of soil and mineral deposits |
| Preserving mineral deposits | The area has extensive deposits of sand and gravel. The sand and gravel resources in Essex are significant in national, sub-national and local terms - Essex is one of the largest producers in the UK; most geographically extensive and significantly mixed within the centre and north of Essex – namely the districts of Uttlesford, Braintree, Chelmsford, Colchester and Tendring. | It is unlikely that there would be any significant difference in conditions without the implementation of the Section One. | |

4. The Approach to Assessing Section One

4.1 Introduction

The SA is required to assess the environmental, social and economic impacts of the strategic content of the three authorities' Local Plan.

The assessment was undertaken by exploring the sustainability implications of the Section One in so far as it will meet the objectives highlighted in the previous table. In addition to assessing Section One this way, the allocation of strategic sites for development ('Garden Communities') contained within Section One have been explored using criteria considered more relevant to sites of this scale. These criteria are contained in the following table.

Table 2: Framework for Assessing Garden Community Options

| Objective | Criteria |
|--|---|
| 1. Physical Limitations – Absence of insurmountable problems (e.g. access, ground conditions, flood risk, hazardous risks, pollution, contamination and air quality) | <ul style="list-style-type: none"> - Absence of insurmountable problems (ground conditions, flood risk, hazardous risks, pollution, contamination and air quality) - Incorporation of SuDS. |
| 2. Impacts – Acceptable impacts on high quality agricultural land, important landscape features, townscape features, sites of nature conservation interest and heritage assets | <ul style="list-style-type: none"> - Reflect a fusion of the best of the past while embracing new materials and the needs of modern living - Acceptable impacts only on sites of nature conservation interest. - A surrounding belt of countryside to prevent sprawl, well connected and biodiversity rich public parks, and a mix of public and private networks of well-managed, high-quality gardens, tree-lined streets and open spaces. - Acceptable impacts only on high quality agricultural land, important landscape features. |
| 3. Environment/Amenity – Acceptable relationship with and impact on occupiers of existing properties and neighbouring areas/towns (maintaining adequate separation) | <ul style="list-style-type: none"> - Acceptable relationship only with and impact on occupiers of existing properties and neighbouring areas / towns (maintaining adequate separation) |
| 4. Transport – Incorporation of integrated and accessible sustainable | <ul style="list-style-type: none"> - New Garden Cities should be located only where there are existing rapid public transport links to major cities, or where |

| Objective | Criteria |
|---|---|
| transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport | <p>real plans are already in place for its provision.</p> <ul style="list-style-type: none"> - Walking, cycling and public transport should be the most attractive and prioritised forms of transport in the garden city. - Ensure a comprehensive and safe network of footpaths and cycleways throughout the development, and public transport nodes within a short walking distance of all homes. - Where car travel is necessary, consideration should be made of shared transport approaches such as car clubs. |
| 5. Resilience - Positive contribution towards maintaining resilient town centres and identified regeneration and development priority areas and institutions (including Essex University) | <ul style="list-style-type: none"> - Positive contribution towards town centres. - Positive contribution towards identified regeneration priority areas and institutions |
| 6. Housing – Provision of a mix of tenures, including affordable homes and a range of housing types (including self-build/custom build and gypsy and traveller pitches). | <ul style="list-style-type: none"> - Garden Cities (should be) part of a wider strategic approach to meeting the nation's housing needs. - An appropriate number of homes in a new Garden City must be 'affordable' for ordinary people. - Provide mixed-tenure homes and housing types that are genuinely affordable for everyone - An appropriate percentage of the homes that are classified as 'affordable' must be for social rent. - Consider life-time homes and the needs of particular social groups, such as the elderly. - A range of housing types including self-build / custom build and gypsy and traveller pitches - Aspire to the very best domestic and commercial architecture with sensitivity to local vernacular design and materials. - New Garden Cities should include opportunities for people to build their own home (either alone or collectively), and set aside land for future community needs. |
| 7. Employment Opportunities – Provision for a wide range of local jobs within easy commuting distance from homes | <ul style="list-style-type: none"> - New Garden Cities must provide a full range of employment opportunities, with the aim of no less than one job per new household being easily accessible - There should be a robust range of employment opportunities in the Garden City itself, with a variety of jobs within easy commuting distance of homes. |

| Objective | Criteria |
|---|--|
| 8. Mixed-use Opportunities – Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods. | <ul style="list-style-type: none"> - Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods |
| 9. Environmental Quality & Sustainability – Incorporation of generous areas of publicly accessible open space, allotments/food production areas, biodiversity gains, SUDS and zero-carbon/energy-positive technology to ensure climate resilience. | <ul style="list-style-type: none"> - Create shared spaces for social interaction and space for both formal and informal artistic activities, as well as sport and leisure activities. - Strong emphasis should be placed on homes with gardens and on space for both allotments and community gardens and orchards to provide for healthy local food. - Garden Cities are places of cultural diversity and vibrancy with design contributing to sociable neighbourhoods. This means, for example, shaping design with the needs of children's play, teenage interests and the aspirations of elderly in mind. - Net gain to biodiversity is secured through master plans which link generous private and community gardens with wider public green and blue space and ultimately with strategic networks of green infrastructure and habitat creation. - Garden Cities must demonstrate the highest standards of technological innovation in zero carbon and energy positive technology to reduce the impact of climate emissions. - In building standards, a requirement for innovation beyond zero carbon and in the use of materials and construction techniques. |
| 10. Developability / Deliverability - The growth area is available, commercially attractive, and capable of delivering necessary physical/social/green infrastructure and could be viably developed within [6-10] years. Satisfactory mechanisms are in place to capture increase in land value to meet infrastructure costs and manage and maintain assets in the long term | <ul style="list-style-type: none"> - Ensure that the development can self-fund infrastructure costs - Be commercially attractive with strong market conditions and value potential - Availability of land being put forward for development with active landowner/developer interest - Scope for delivery structures through active and positive public and private sector engagement |

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

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

5. The Key Findings of the Sustainability Appraisal of Section One

5.1 Key Points from the Assessment of Section One Policies

The following elements of the Strategic Section One for Local Plans are subject to assessment in the Sustainability Appraisal, with a summary of findings presented in this Non-Technical Summary:

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

The assessment of Garden Community Options can be found in the corresponding sub-section.

5.1.1 Key Points from the Assessment of Policies SP1-SP7

Policies SP1-SP7 relate to content that is not specifically site related. With that in mind, these policies have been grouped separately in this report, with Policies SP8-SP10 explored to determine whether they suitably address the impacts and issues highlighted within the assessment of the Garden Communities 'on the ground'. Policies SP8-SP10 set the framework to which any successful Garden Community at each location would have to adhere and seek to ensure that their sustainability is maximised.

The following key points can be made regarding the appraisal of the plan's non-site related policies SP1-SP7:

- The strategic vision for the area will have **significant positive impacts** on housing and employment related Sustainability Objectives. The significance of these impacts will increase in the long term through sustainable Garden Communities being developed. These will ensure that housing and employment needs are met, with wider benefits realised beyond each site. This will also be the case for health, the natural environment, and the historic environment through the provision of green infrastructure, new and expanded education and health care facilities and recreational land, and also the protection and enhancement of countryside and heritage assets. There will additionally be significant long term impacts on ensuring the necessary transport

infrastructure to support new development in line with the benefits expected of the Garden Communities as they emerge in the latter stages of the three authorities' Local Plan periods.

- The Spatial Strategy will ensure a large number of **significant positive impacts**, most notably regarding housing delivery, economic growth, public transport improvements and accessibility. The short and medium term impacts of these are related to the notion that development will be accommodated within or adjoining settlements according to their scale and existing role within each individual district.
- Further long term **significant positive impacts** associated with the notion of Garden Communities can be expected to be realised on health, through the integration and requirement of suitable facilities and open space and recreation requirements. There will also be such impacts on sustainable travel through the requirements of sustainable transportation means to be provided, and education and skills through the provision of primary, secondary and early years facilities as per Garden City Principles and Essex County Council infrastructure requirements. Importantly, it should additionally be noted that Section One establishes that infrastructure will be delivered prior and ready for the new communities.
- **Minor positive impacts** can be expected regarding townscapes, where the principle of Garden Communities can alleviate development pressures in existing settlements, which can have design implications. This focus away from the expansion of existing settlements will also help to alleviate air quality pressures in settlements.
- The Section One policies can be seen to ensure **positive impacts** on biodiversity through the integration of green and blue infrastructure throughout the strategic area.
- **Uncertain impacts** can be expected to arise from the principle of Garden Communities regarding landscapes through the development of green field land, however it should be acknowledged that at the specified scale, Garden Communities are capable of mitigating such concerns effectively and creating high quality new environments.
- There will be 'no impact' on internationally important wildlife designations in the wide area. This is identified in a Habitats Regulations Assessment (HRA), incorporating an Appropriate Assessment (AA). This document recommends that, regarding recreational pressures associated with the increase in growth stated within the Section One, Recreation Avoidance and Mitigation Strategies (RAMS) are developed and adhered to. In addition, the AA indicates that the strategic approach and scope of the Section One across the three authorities area enables mitigation to be effectively incorporated.

5.1.2 Key Points from the Assessment of Policies SP8-SP10

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

- There will be **significant positive impacts** regarding any development that complies with the Garden Community policy for the Tendring / Colchester Borders. These include significant positive impacts on the regeneration areas within Colchester town centre and to the east of the town, related to better sustainable transport and more employment opportunities in the broad area.
- There will be largely **significantly positive impacts** generally regarding housing, employment and improving public transport networks in North Essex from all of the Policies SP8-SP10. There will also be significant positive impacts associated with improving the resilience of the town centres of

Colchester and Braintree and also green and blue infrastructure in the wider Strategic Area.

- An example where the policies have been identified as having **uncertain impacts** relates to an aspiration that an appropriate percentage of homes that are classified as 'affordable' be specifically for social rent. It is recommended that such a requirement is included within the policies.
- There can be expected to be **minor negative impacts** on agricultural land and landscapes due to the loss of agricultural land associated with Greenfield development. Regarding landscape however, the policies will ensure that development is of a high standard of design and layout to ensure that the best possible development outcomes are achieved in their broad areas.

5.2 Key Points from the Assessment of the Garden Community (GC) Options

The following table sets out the assessed sustainability impacts of all reasonable Garden Community options explored, with their reason for allocation or rejection as alternatives.

| Option | Sub-Option | Reference number for purposes of assessment | Indicative dwelling yield and amount of mixed use / employment land (ha) | Reason for selection / rejection |
|------------------------------|--|---|--|--|
| Tending / Colchester Borders | Option 1: Southern Land Focus | GCEC1 | - 6,611 homes - 7 ha mixed use - 5 ha employment land | The Tendring / Colchester Borders Garden Community has more opportunities for sustainable travel links into Colchester than other options, a major regional centre. The Garden Community is also in close proximity to the University and high quality employment opportunities. As one of the major centres in the region, Colchester offers a full range of facilities including a hospital and is a major shopping and cultural destination. This would provide high order services not on the garden community within a closer proximity with the opportunities for public transport, walking and cycling links. Colchester is also a major employer in the region and provides a good level and mix of |
| | Option 2: A133 to Colchester - Ipswich rail line | GCEC2 | - 8,834 homes - 10 ha mixed use - 5 ha employment land | |
| | Option 3: North to South wrap | GCEC3 | - 11,409 homes - 13 ha mixed use - 7 ha employment land | |

| Option | Sub-Option | Reference number for purposes of assessment | Indicative dwelling yield and amount of mixed use / employment land (ha) | Reason for selection / rejection |
|--------------------------------|--|---|--|--|
| | | | | employment opportunities. There is the opportunity to access these opportunities via public transport, walking and cycling. |
| North Colchester | Option 1: East of Langham Lane focus | GCNC1 | - 6,606 homes - 7 ha mixed use - 7 ha employment land | The discounting of the North Colchester site for a Garden Community was based on the negative environmental impacts of a large Garden Community on an area of significant landscape and environmental value. Additionally, the deliverability and sustainability of Garden Communities was considered to be best served by their location in two distinct areas of the Borough as opposed to adjacent communities such as North Colchester. |
| | Option 2: Maximum Land Take | GCNC2 | - 10,132 homes - 10 ha mixed use - 10 ha employment land | |
| Colchester / Braintree Borders | Option 1: North and South of A12 / Rail Corridor Focus | GCWC1 | - 16,861 homes - 9 ha mixed use - 10 ha employment land | The Colchester Braintree borders site is in closer proximity to the mainline railway station at Marks Tey, which with upgraded facilities would give regular train links to London, Colchester and beyond within walking, cycling or bus rapid transport system to the station. There are also more opportunities for sustainable travel links into Colchester, a major regional centre of facilities and employment. The Colchester Braintree borders site is in closer proximity to Colchester. As one of the major centres in the region, Colchester offers a full range of facilities including a hospital and |
| | Option 2: South of A120 and North of Marks Tey Existing Settlement | GCWC2 | - 17,182 homes - 9 ha mixed use - 11 ha employment land | |
| | Option 3: South of A120 Focus | GCWC3 | - 13,105 homes - 7 ha mixed use - 9 ha employment land | |
| | Option 4: Maximum Land Take | GCWC4 | - 27,841 homes - 16 ha mixed use - 15 ha employment land | |

| Option | Sub-Option | Reference number for purposes of assessment | Indicative dwelling yield and amount of mixed use / employment land (ha) | Reason for selection / rejection |
|-------------------|--|---|--|---|
| | | | | <p>is a major shopping and cultural destination. This would provide high order services not on the garden community within a closer proximity with the opportunities for public transport, walking and cycling links.</p> <p>Colchester is also a major employer in the region and provides a good level and mix of employment opportunities. There is the opportunity to access these opportunities via public transport, walking and cycling.</p> |
| West of Braintree | Option 1: Braintree DC only | GCWB1 | - 9,665 homes - 12 ha mixed use - 10 ha employment land | <p>The West of Braintree garden community is suitable and deliverable. Further work will continue to be undertaken with Uttlesford District Council who will be shortly deciding whether to take forward additional land within UDC. If UDC chose to take this option forward, then further evolutions of the proposals will take place, taking into account a wider development area.</p> <p>Officers have balanced the impacts of development, such as the loss of high quality agricultural land and the change in character of the area, with the benefits of the long term delivery of new homes, infrastructure and community facilities and consider that a new standalone garden community is suitable for West of Braintree and are recommending that this is taken forward in the</p> |
| | Option 2: Braintree DC and Uttlesford DC Land | GCWB2 | - 12,949 homes - 16 ha mixed use - 13 ha employment land | |

| Option | Sub-Option | Reference number for purposes of assessment | Indicative dwelling yield and amount of mixed use / employment land (ha) | Reason for selection / rejection |
|----------------------------------|---------------------------------------|---|--|---|
| | | | | Local Plan. |
| CAUSE 'Colchester Metro Plan' | N/A - Option 1: Metro Plan submission | GCMP1 | <p>6,000 to 8,000 dwellings proposed by CAUSE</p> <p>Note: Further exploration into the option has led to only a cumulative potential of 2,277 dwellings across the four settlements as identified by TDC's call-for-sites submissions within 10 minute walking distance of each rail station and an indicative density of 35 dwellings per hectare.</p> | The CAUSE option has been rejected due its inability to deliver the required growth, linked to deliverability / developability and the availability / lack of promotion of land within the model to the required scales. It is also not considered that a series of smaller developments can successfully combine to meet the requirements of sustainability / Garden City principles. |
| Monks Wood | N/A - Option 1: Proposal as submitted | GCMW1 | <ul style="list-style-type: none"> - Up to 15,000 homes (5,151 homes in plan period) - 245,300m² of non-residential (mix of commercial / retail / leisure etc.) | The option at Monks Wood is currently located on the highly trafficked and single carriageway section of the A120. The only other roads in the vicinity are very rural lanes in the vicinity and no opportunity to access a site of this size by other routes. If the A120 project is to go ahead, 1 of the 5 options could see the new A120 run through the site, the other 4 would be distant from the site. Whilst any upgrade option would provide capacity on the existing A120 network, there are no guarantees that the project will go forward. With the exception of option A travel to the strategic highway network would need to be via Marks Tey to the east or Braintree to the |

| Option | Sub-Option | Reference number for purposes of assessment | Indicative dwelling yield and amount of mixed use / employment land (ha) | Reason for selection / rejection |
|--------|------------|---|--|--|
| | | | | west. In addition the project is not due to complete until 2026, so completions would not be able to start until that date. The employment market in Braintree is less strong than Colchester and major new employment areas are proposed on the west side of Braintree which is in close proximity to the West of Braintree garden community. |

Table 3: Summary of Impacts of the Reasonable Garden Community (GC) Options

| GC Option | Sustainability Objectives (SO) | | | | | | | | | |
|-----------|--------------------------------|-----|-----|-----|-----|----|-----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GCEC1 | ? | ? | + | + | ++ | ++ | ++ | ++ | ++ | ++ |
| GCEC2 | ? | ? | + | + | ++ | ++ | ++ | ++ | ++ | + |
| GCEC3 | ? | ?/- | ?/+ | + | ++ | ++ | ++ | ++ | ++ | + |
| GCNC1 | ?/- | - | ?/- | ?/- | + | ++ | + | ++ | ++ | + |
| GCNC2 | ?/- | - | ?/- | ?/- | + | ++ | + | ++ | ++ | ? |
| GCWC1 | ? | ? | ?/- | ? | ?/+ | ++ | + | ++ | ++ | ? |
| GCWC2 | ? | ?/- | ?/- | ? | ?/+ | ++ | + | ++ | ++ | ? |
| GCWC3 | ? | ? | ?/- | ? | ?/+ | ++ | + | ++ | ++ | ? |
| GCWC4 | ? | - | ?/- | ?/- | ? | ++ | + | ++ | ++ | ? |
| GCWB1 | ?/- | ?/- | ?/- | ?/- | ?/+ | ++ | ?/+ | ++ | ++ | ? |
| GCWB2 | ?/- | ?/- | ?/- | ?/- | ?/+ | ++ | ?/+ | ++ | ++ | ? |
| GCMP1 | - | -- | -- | + | ++ | -- | ? | ? | - | -- |

| GC Option | Sustainability Objectives (SO) | | | | | | | | | |
|-----------|--------------------------------|-----|-----|---|-----|----|---|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| GCMW1 | ? | ?/- | ?/- | - | ?/- | ++ | + | ++ | ++ | ? |

5.2.1 Overview of Impacts from the Garden Community Options Assessment

The most significantly positive impacts are associated with the Tendring / Colchester Borders Garden Community options, followed by the smaller West Braintree Garden Community sub-option. Those sub-options of the Colchester / Braintree Garden Community that do not seek maximum land-take will also offer largely positive outcomes, although there are additionally many uncertain impacts (i.e. ones that could either be positive or negative) at this stage and in the absence of confirmed master plans and solutions contained within a Garden Community specific DPD.

Negative impacts can be seen to be most significant through the Metro Plan option of delivering growth requirements. These impacts are largely due to the model not being able to meet Garden City principles, and no single development being of a scale of land that can reasonably be expected to mitigate any negative impacts on-site and within the identified areas.

The North Colchester option will have negative impacts associated with physical limitations on site, regarding landscape implications of being located in close proximity to an Area of Outstanding Beauty (AONB) and also the impacts associated with being an adjacent community to Colchester to the south. The options also do not benefit from any existing rail links, with effective public transport solutions limited as a result, however the broad location could be considered broadly sustainable aside from these limitations.

The Monks Wood proposal has issues regarding impacts on neighbouring settlements, a lack of rail links and access to the strategic road network. Pertinently, these latter two considerations will likely have significant negative connotations on the neighbouring settlement of Kelvedon, where the closest rail stations exist and where effective rapid bus transit solutions would be unsuitable for integration purposes.

5.3 Key Points from the Cumulative Assessment of the Allocated Garden Communities

5.3.1 Summary of Cumulative Impacts Resulting from the Allocated Garden Communities

The following cumulative conclusions can be made of the appraisal of the allocated Garden Community options:

Water

- The measures provided in the Section Two Local Plans provide sufficient certainty that the overall strategic growth proposed in North Essex as part of the Section One will not result in significant adverse effects on the Stour and Orwell Estuaries SPA/Ramsar, Colne Estuary SPA/Ramsar, or Essex Estuaries SAC as a result of changes in water quality (HRA / AA, 2017)

Accessibility

- It is not considered that there are any cumulative accessibility issues surrounding the preferred sites, due to their general geographic distribution.

Air Quality

- There may be some cumulative road traffic and associated air quality issues from any of the Garden Communities with any non-strategic site allocations in the Councils' respective Section Twos that are in close-proximity. This should be a focus of the Local Plans' Section Twos.

The Historic Environment

- Cumulative impacts are limited regarding historic environmental features due to the geographic dispersal of the Garden Communities.

Landscape

- Cumulative impacts are limited regarding landscape due to the geographic dispersal of the Garden Communities.

Biodiversity

- The AA identifies the need for a Recreation Avoidance and Mitigation Strategy (RAMS) to be developed and the findings factored into any policies, forthcoming masterplans or Garden Community specific DPDs should increases in the level of recreational land be required at any of the Garden Community allocations.

Neighbouring Properties / Coalescence with Existing Settlements

- There will be no cumulative impacts associated with the effects on occupiers of existing properties and neighbouring areas/towns resulting from the Garden Communities due to their geographic distribution. Garden City principles would have to be adhered to in regard to a surrounding belt of countryside to avoid sprawl, and this minimises any perceived coalescence and resulting impact on existing settlements.
- Cumulatively, no one existing settlement would be negatively affected by any combination of Garden Communities. More holistically, similarly can no single Landscape Character Area be affected by a combination of Garden Communities, of which existing historic settlements form an important part of integrity and sensitivity.
- Benefits will be realised for existing nearby communities regarding an increase in services and local infrastructure in the wider areas beyond the Garden Communities.

Public Transport

- There will be significant positive cumulative impacts resulting from the allocated Garden Communities in response to their individual potential to significantly improve public transport links within the North Essex Authorities area. Positive impacts can also be expected to benefit wider local areas in proximity to the Garden Communities.

Health

- The notion of Garden Communities will have positive synergistic impacts regarding health outcomes, with the level of growth required in the North Essex Authorities being provided through

developments that require walking, cycling and public transport designed to be the most attractive forms of local transport.

Town Centres

- There will be significant positive cumulative impacts resulting from the allocated Garden Communities in response to their individual potential to significantly support and improve the viability of the town centres of Colchester and Braintree within the North Essex Authorities area. Positive impacts can also be expected to benefit wider local areas in proximity to the Garden Communities, with enhanced public transport opportunities to such centres in the locality.

Housing

- All of the Garden Communities can be expected to have significantly positive impacts on housing growth. Cumulatively, these impacts become more positive over the plan period and beyond, with the ability to successfully integrate all housing types and tenures, including gypsy and traveller provision.

Employment

- All of the Garden Communities can be expected to have positive impacts on employment growth. Cumulatively, these impacts can become more positive over the plan period and beyond, with the ability to successfully integrate a wide range of local jobs within easy commuting distance from homes.
- Access and public transport requirements of Garden Communities may in practice result in out-commuting beyond each Garden Community and local centres within the North Essex Authorities area. This should not be considered a criticism of the Garden Communities, being more reflective of travel to work flows and commuting patterns within the North Essex Authorities area.

Mixed-use Developments

- All of the Garden Communities can be expected to have a strong prospect of providing the full suite of required mixed-use opportunities, including the provision of both primary and secondary schools. This will have significant cumulative benefits across the North Essex Authorities area and wider benefits for existing communities in the broad areas for each Garden Community.

Open Space and Sustainable Drainage Systems

- All of the Garden Communities can be expected to have a strong prospect of providing the full suite of open space, allotments/food production areas, biodiversity gains and SuDS. This will ensure cumulative benefits across the North Essex Authorities area and wider benefits for existing communities in the broad areas for each Garden Community.
- There are likely to be additional cumulative benefits associated with wider health outcomes outside the direct scope of the Garden City principles.
- In addition, the location and scale of any forthcoming recreational land that may be required could result in harmful impacts financially on existing Country Parks within the ECC Country Park model through increased competition.

Soil

- Cumulative impacts are limited regarding the loss of high quality soils due to the geographic

dispersal of the Garden Communities and quality of soils at each individual location.

Climatic Factors

- Whereas negative impacts can be expected regarding carbon emissions, this is more relevant to the level of growth. In this context, the Garden Communities can be expected to offer some small cumulative benefits in so far as energy efficiency can be ensured throughout development in accordance with Garden City principles and the wider policy framework within Section One to which any forthcoming planning applications would have to adhere.

5.4 The Sustainability of Section One as a Whole

The overall impacts of Section One can be seen in the following table. The table effectively represents the cumulative impacts of Section One's policies SP1-SP10. Commentary is given for each sustainability objective.

Table 4: Overall Impacts of Section One

| SA Objective | Overall Impact |
|---|------------------|
| 1. Create safe environments which improve quality of life, community cohesion | Positive impacts |

The Strategic Section One for Local Plans can be seen to have positive impacts on this objective where relevant, predominantly through general place shaping principles and the policy criteria relevant specific to the Garden Communities. Although impacts are minor at this stage, impacts can be seen to be strengthened through the Local Plan Section Two of the three authorities, with the inclusion of design orientated development management policies that will also apply.

| SA Objective | Overall Impact |
|--|------------------------------|
| 2. To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford | Significant positive impacts |

There will be significant positive effects in ensuring good quality and inclusive homes. Section One also ensures that objectively assessed housing needs are met throughout Local Plan periods within North Essex, particularly in accordance with each LPA's individual requirements. The Spatial Strategy directs growth to existing sustainable settlements in the first instance, and the Garden Communities ensure that growth needs are met not only in the latter stages of the plan periods, but also make a significant contribution to meeting future needs beyond plan periods. The Strategic Section One for Local Plans, in exploring options and solutions for meeting unmet elements of objectively assessed need over the strategic area will also ensure significant positive cumulative impacts on this objective in accumulation with the individual Spatial Strategies of each authority's Local Plan, including elements of non-strategic needs, and as per the LPA level requirements of the OAN Report. Regarding Policies SP8-10, largely significantly

positive impacts regard the specific policy principles that combine to offer social and economic benefits, such as housing, employment and improving public transport networks in North Essex.

| SA Objective | Overall Impact |
|--|------------------------------|
| 3. Improve health/reduce health inequalities | Significant positive impacts |

There will be significantly positive health impacts associated with the cumulative effects of the Strategic Section One for Local Plans' policies and commitment to delivering Garden Communities as well as the Garden Community policies (SP8-10) themselves. This is largely due to a combination of health related infrastructure provision and also adherence to Garden City Principles regarding walking and cycling infrastructure and the provision of open space and recreational facilities. There will also be positive impacts in this regard associated with the content of each authority's Local Plan policies and designation of non-strategic open space and recreation.

| SA Objective | Overall Impact |
|--|------------------------------|
| 4. To ensure and improve the vitality & viability of centres | Significant positive impacts |

There will be significant cumulative impacts on the town centres of Colchester and Braintree in line with the various policies within Section One. The Spatial Strategy will seek to locate development within such centres in the short-medium term, with long term benefits being experienced in the long term through better infrastructure and connectivity associated with the Garden Communities, particularly regarding public transport networks. There will also be significant positive impacts associated with the individual Section Twos of the Local Plans of Colchester and Braintree. The locations of the Garden Communities are likely to support the town centres of Colchester and Braintree, the two largest centres within the strategic area. Section One is unlikely to support the town centres of Clacton and Harwich within Tendring District, and Witham within Braintree District, however it should be noted that a large amount of non-strategic (within the context of the Section One) development is allocated in such centres within the Tendring District Council and Braintree District Council Local Plan Section Twos.

| SA Objective | Overall Impact |
|---|------------------------------|
| 5. To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways | Significant positive impacts |

There can be expected to be significant positive impacts regarding the requirements to ensure job creation through ensuring that employment requirements can be met throughout Local Plan periods within North Essex, particularly in the latter stages and in accordance with each LPA's individual requirements. The preferred strategic Spatial Strategy also conforms to as broad a geographical dispersal as possible across North Essex in light of available land and promoted sites. The Strategic Section One for Local Plans will also ensure significant positive cumulative impacts on this objective

in accumulation with the individual policies and allocations of each authority's Local Plan, including elements of non-strategic needs and content regarding the rural economy. The Garden Communities are located within locations in which existing strategic employment areas are accessible, with further positive impacts associated with specific employment provision at each Garden Community and with infrastructure commitments of an enhanced public transport offer to key centres.

| SA Objective | Overall Impact |
|---|------------------|
| 6. To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity | Positive impacts |

The Strategic Section One can be seen to have positive connotations on this objective. Although the level of growth established within Section One, and the allocation of Garden Communities, will lead to the development of significant areas of Greenfield land which could be expected to have negative implications, Section One can ensure effective enhancement to green and blue infrastructure for net biodiversity gains. The Appropriate Assessment indicates that, providing that the North Essex Authorities continue to collaborate and prepare necessary Recreation Avoidance and Mitigation Strategies (RAMS), and in close consultation with Natural England, and the RAMS are ready for implementation prior to adoption of the Section a and Section 2 Local Plans, the Strategic Section 1 Local Plans is not predicted to result in adverse effects on the integrity of the Stour and Orwell Estuaries SPA/Ramsar, Hamford Water SPA/Ramsar, Essex Estuaries SAC, Colne Estuary SPA/Ramsar, or Blackwater Estuary SPA/Ramsar, either alone or in combination with other plans and projects as a result of recreation. The AA adds that the strategic approach across the North Essex Authorities ensures that cumulative solutions to the possible recreational pressures on Natura 2000 sites can be mitigated successfully. It should be noted however that the findings of these RAMS will need to be adequately factored into any forthcoming masterplanning and Garden Community specific DPDs.

| SA Objective | Overall Impact |
|--|------------------------------|
| 7. To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion | Significant positive impacts |

The policies of the Section One for Local Plans can be expected to have significantly positive impacts on this objective. The infrastructure requirements of the Garden Communities, in adhering to sustainable transport Garden City Principles, can be expected to offer wider benefits and gain for neighbouring areas, and the geographical distribution of the preferred Garden Community options ensure that these benefits can be experienced across all three authorities with an inclusive coverage across North Essex. The content of the Local Plan Section Twos ensure that suitable public transport and access solutions are forthcoming to support the Spatial Strategy's notion of focusing growth to existing settlements within the short-medium term of the plan period.

| SA Objective | Overall Impact |
|---|------------------------------|
| 8. To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development | Significant positive impacts |

The policies of the Strategic Section One for Local Plans can be expected to have significantly positive cumulative impacts on accessibility and infrastructure provision. The infrastructure requirements of the Garden Communities, in adhering to sustainable Garden City Principles can be expected to offer wider benefits and gain, particularly regarding accessibility associated with both transport and services for neighbouring areas, and the geographical distribution of the preferred Garden Community options. This ensures that these benefits can be experienced across all three authorities with an inclusive coverage across North Essex. The Garden Communities are of a sufficient size to stimulate educational infrastructure provision. It should also be noted that the interventionist approach of the North Essex Authorities ensures that both infrastructure provision is self-funded through each Garden Community, and that the approach to their development is one of 'infrastructure first'. In addition, the content of the Local Plan Section Twos ensure that suitable supporting infrastructure, including public transport and access solutions are forthcoming to support the Spatial Strategy's notion of focusing growth to existing settlements within the short-medium term of the plan period.

| SA Objective | Overall Impact |
|---|------------------|
| 9. To conserve and enhance historic and cultural heritage and assets and townscape character? | Positive impacts |

Within the context of Section One, this objective is largely relevant to the specific Garden Community policies (SP8-10). There could be a perceived negative cumulative impact on the historic environment associated with strategic development at the scale proposed, but despite this, the policies have taken on board those recommendations of the Preferred Options SA and ensure that protection will occur in all instances with enhancement a significant possibility. Forthcoming masterplanning and Garden Community specific DPDs have the potential to enhance site specific assets and their settings and deliver a high quality built environment. Although a degree of uncertainty surrounds the status and content of the masterplans and DPDs and whether their content is appropriate to individual assets and designations, the general distribution of growth across the strategic area and the Section One policy content seeks to address any perceived or possible impacts on the historic environment. It should additionally be noted here however, that such issues are better addressed within the Local Plan Section Twos, with the inclusion of relevant thematic development management policies.

| SA Objective | Overall Impact |
|--|----------------|
| 10. To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation. | 0 |

There will be positive impacts regarding energy efficiency as a result of the Section One policies, particularly through the

requirements of the Garden Community policies SP8-10. Despite this, Garden Communities have the potential to incorporate renewable energy generation, although it is uncertain at this stage whether such schemes will be sought. It should be acknowledged that requirements may form part of masterplans and the Garden Community specific DPDs. The impact is highlighted as a minor positive at this stage, in view of the policy content, what can currently be considered a feasible requirement, and in reflection of the early stages of each Garden Community's development through the planning system. It should also be noted that policies exist in the respective authorities; Local Plan Section Twos, with the inclusion of relevant thematic development management policies.

| SA Objective | Overall Impact |
|---|-------------------|
| 11. To improve water quality and address water scarcity and sewerage capacity | Uncertain Impacts |

It can reasonably be assumed that there could be likely negative implications regarding water scarcity and sewerage emanating from Section One relevant to the level of growth stated in Policy SP2, the Garden Community allocations, and the allocations for development in the Local Plan Section Twos. Despite this, the implications of this are best resolved on a site-by-site basis through early discussions with service providers on a plan-level and in certain areas as required. It should also be noted that all growth in the wider area can be expected to have such impacts; however in the specific context of Garden Communities, Policy SP7 seeks to ensure that such issues are not forthcoming from any successful planning application.

Regarding water quality the AA states that, 'whilst there are currently issues regarding capacity of water recycling centres in both Colchester Borough and Tendring District, with subsequent risks to European sites associated with changes in water quality, the safeguards which will be included within the Section 2 Local Plans for each, will ensure that a given development will not proceed until the necessary infrastructure upgrades have been provided as necessary in accordance with Anglian Water and Environment Agency advice.' It adds that, 'the measures provided in the Section 2 Local Plans will also provide sufficient certainty that the overall strategic growth proposed in North Essex as part of the Section 1 for Local Plans will not result in significant adverse effects on the Stour and Orwell Estuaries SPA/Ramsar, Colne Estuary SPA/Ramsar, or Essex Estuaries SAC as a result of changes in water quality.' There are therefore no impacts associated with water quality emanating from Section One.

| SA Objective | Overall Impact |
|---|----------------|
| 12. To reduce the risk of fluvial, coastal and surface water flooding | 0 |

There are no significant identified flood risk concerns resulting from the policies and Garden Communities of Section One. A number of the Garden Community allocations contain small areas of Flood Risk Zones 2 and 3, however these are not significant in response to the scale of the schemes and can be successfully integrated into any open space or green infrastructure requirements. The policy content ensures that flood risk concerns will be considered in any forthcoming planning applications and it should be noted that the scale of the Garden Communities enables the integration of sustainable drainage techniques.

| SA Objective | Overall Impact |
|----------------------------|------------------|
| 13. To improve air quality | Positive impacts |

There are no identified implications regarding air quality of the specific content of the policies and preferred Garden Community options contained in the Strategic Part for Local Plans. The Garden Community allocations, as per the Spatial Strategy, correspond to the best possible dispersal across the HMA to alleviate air quality issues in Colchester and associated with the A12 and A120. The stance of allocating Garden Communities as opposed to urban extensions seeks partly to ensure that new growth does not impact on AQMAs, such as those found in Colchester town. It can be expected that there could be some general negative connotations on air quality associated with the level of growth required in North Essex, however the distribution of growth and the policies of Section One seek to address this adequately.

| SA Objective | Overall Impact |
|---|-------------------|
| 14. To conserve and enhance the quality of landscapes | Uncertain Impacts |

There can be expected to be uncertain impacts on landscapes resulting from Section One. These impacts are relevant to the specific Garden Community allocations themselves. Potential negative impacts are associated with the scale of development required on Greenfield land, however policy exists to ensure that development is sensitive to its surroundings in each instance and within the context of wider landscape character areas. It should be noted that this is a general issue relevant to any new development. It should also be noted that beyond the principles contained in Policies SP8-SP10 masterplanning and the Garden Community specific DPDs have further potential to mitigate and minimise site specific issues and deliver a high quality built environment. Landscape related Section Two policies will also have to be adhered to in any successful application.

| SA Objective | Overall Impact |
|--|-------------------|
| 15. To safeguard and enhance the quality of soil and mineral deposits? | Uncertain Impacts |

There will be minimal impacts on safeguarding mineral deposits and the quality of soil associated with the policy content of Section One. The Garden Community allocation at West of Braintree contains a site allocated within the ECC Minerals Local Plan for mineral extraction. Although not considered an insurmountable problem, the implications of this are that the North Essex Authorities will have to work with the Minerals and Waste Planning Authority and the landowner / developer of this minerals site to seek compromises surrounding the restoration of the site for a use compatible with Garden City principles at the masterplanning stage and within the Garden Community specific DPD for West of Braintree. Uncertain overall impacts are therefore identified for Section one.

5.5 Recommendations, including those taken on board throughout the SA process

5.5.1 The Section One Policies

The following recommendations have been made throughout the appraisal of the Strategic Section One for Local Plans regarding the policies:

- At the Preferred Options stage, the SA recommended that **Policy SP6** could be more explicit as to the requirements of new development in regards to the historic environment and assets and also scope for the policy to regard surface water flood risk. Both of these recommendations have been factored into the Policy. The Preferred Options SA also recommended that the Policy could respond to aspirations to increase renewable energy generation in strategic scale development opportunities. This recommendation is still valid at this stage, and reiterated within this SA; however it should be acknowledged that such integration is not considered to affect the principle of any development coming forward compliant with Policy SP6, and that the requirement at this stage could be considered premature in light of the emerging Garden Community masterplans and what is viable and achievable. A final recommendation regarding Policy SP6 is that as written there may be some level of conflict between the principle that seeks green and blue infrastructure to be integrated with multi-functional public open space requirements. The incorporation of these should be considered separate requirements, as biodiversity features are unlikely to flourish through human disturbance.
- At the preferred options stage, the SA highlighted that for **Policy SP7**, heritage assets exist across all of the Garden Community areas (and additionally potential archaeological deposits that would need to be excavated). At that stage a recommendation was made that Policy SP7 could include a principle that masterplans seek ways to achieve quality and active management of heritage assets and the historic environment as part of a positive strategy for their conservation and enjoyment. This recommendation has since been incorporated into the Policy.
- It can be considered that the majority of the Garden Community options will have some degree of impact on agricultural land, landscape, sites of nature conservation and the historic environment / heritage assets. It should be acknowledged that such issues are not insurmountable at the scales of development proposed in the options and that effective masterplanning and Garden Community specific DPDs can seek to protect and enhance conditions further.
- At the preferred Options stage, the SA recommended that for **Policy SP9** requirements ensuring the protection and/or enhancement of Marks Tey Brickpit SSSI were included within the Policy, as identified by the fact that the broad location is in the SSSI's Impact Risk Zone (IRZ) for the designation. This recommendation has been effectively factored into the policy.
- At the Preferred Options stage, the SA recommended that for **Policy SP10** requirements ensuring the protection and/or enhancement of the heritage asset of the Saling Hall conservation area and areas of deciduous woodland within and adjoining the site could additionally be included to factor in the Registered Park and Garden of Saling Grove. This recommendation has been effectively factored into the policy.
- It is recommended that a Recreation Avoidance and Mitigation Strategy (RAMS) is developed, as

recommended in the Appropriate Assessment (AA, 2017) and the findings factored into any policies, forthcoming masterplans or Garden Community specific DPDs should increases in the level of recreational land be required at any of the Garden Community allocations.

5.5.2 The Allocated Garden Communities

The following recommendations are made regarding the selection of Garden Community options within the three broad locations of the allocated Garden Communities.

Tendring / Colchester Borders

- The SA indicates that option GCEC1 is the most sustainable option, due to its smaller scale and therefore comparatively minimal impacts. Despite this, it is possible that mitigation might be required in the form of habitat creation and management at the Garden Community due to possible impacts on wintering birds, as identified within the AA. With this in mind, it may be more appropriate for a larger option to be considered in order to address this possible requirement. Option GCE3 will require some level of mitigation in regard to the presence of Bullock Wood SSSI, and it is recommended that this localised area be protected in future masterplans. It is recommended that severance issues surrounding the A137 are also addressed in masterplans and transport interconnectivity.

Colchester / Braintree Borders

- Options GCWC1 and GCWC3 represent, broadly, the most sustainable options within the Colchester / Braintree Borders area. Option GCWC1 contains the Marks Tey Brickpit SSSI, however its location at the north east boundary in each instance ensures that this designation can be protected and enhanced through the requirements of a surrounding belt of countryside to prevent sprawl and this is recommended. Issues surrounding the Domsey Brook should also be factored into any development of GCWC3as blue infrastructure. Options GCWC2 and GCWC4 are in close proximity to a Scheduled Monument (a Roman villa 450m south of Warren's Farm to the north) and could affect the setting of this asset, and enhancement of this asset should be sought within the wider detailed masterplan. Impacts on the residential amenity of the settlements of Marks Tey and Little Tey are issues surrounding the options GCWC1, GCWC2 and GCWC4. A buffer separation will likely be needed to be developed through masterplanning to minimise certain impacts on existing communities and these should be subject to community engagement.

West of Braintree

- The smaller option GCWB1is considered the most sustainable option in West of Braintree due an increased likelihood of negative impacts associated with nature conservation and heritage assets to the western boundary of option GCWB2. Both options will need to address the presence of heritage assets throughout the area, particularly in the north associated with the Conservation Area of Great Saling which contains a range of listed buildings including grade II as well as the Registered Park and Garden of Saling Grove, and seek enhancements at the masterplanning stage. It is also recommended that a buffer separation will likely be needed to be developed through masterplanning to minimise certain impacts on existing communities, specifically in relation to residents in Stebbing Green and Blake End. The masterplans should be subject to community engagement.

6. Next Steps & Monitoring

6.1 Consultation

This Environmental Report will be subject to consultation alongside the Local Plans of the three Local Planning Authorities. There are three statutory consultees or 'environmental authorities' that are required to be consulted for all Sustainability Appraisal and Strategic Environmental Assessment documents. These are:

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

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

The environmental authorities and public are to be given 'an early and effective opportunity' within appropriate time-frames to express their opinion. This includes the specific notification of the consultation documents and timeframes to those persons or bodies on the 'consultation databases' of the three LPAs. This reflects those persons or bodies who have commented on the SA in previous consultation stages.

PLEASE NOTE:

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

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

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

Regarding Braintree District Council:

https://www.braintree.gov.uk/info/200137/consultations/96/contribute_to_a_council_consultation

Regarding Colchester Borough Council:

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

Regarding Tendring District Council:

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

6.2 Adoption Statement

Upon adoption Local Plans will be accompanied by an Adoption Statement which will outline those monitoring indicators most appropriate for future monitoring of the Plan in line with Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004. In accordance with Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004, an Adoption Statement is required to address each of the following issues:

- How sustainability considerations have been integrated into the development plan document (Local Plan);
- How the options and consultation responses received on the development plan document (Local Plan) and sustainability appraisal reports have been taken into account;
- The reasons for choosing the development plan document (Local Plan) in light of other reasonable alternatives; and
- Monitoring measures.

6.3 Monitoring

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

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

The monitoring indicators for each broad sustainability theme relevant to the North Essex area are included below.

Table 5: Monitoring Measures

| SA Objective | Potential Indicators |
|---|---|
| 1. Create safe environments which improve quality of life, community cohesion | <ul style="list-style-type: none"> - All crime – number of crimes per 1000 residents per annum - Number of new community facilities granted planning permission - Number of new cultural facilities granted planning permission, including places of worship |
| 2. To ensure that everyone | <ul style="list-style-type: none"> - The number of net additional dwellings |

| SA Objective | Potential Indicators |
|---|---|
| has the opportunity to live in a decent, safe home which meets their needs at a price they can afford | <ul style="list-style-type: none"> - Affordable housing completions - Number of zero-carbon homes completed - Number of additional Gypsy and Traveller pitches - Number of starter homes completed - Number of homes for older people completed |
| 3. Improve health/reduce health inequalities | <ul style="list-style-type: none"> - Percentage of new residential development within 30mins of public transport time of a GP or hospital - Percentage of new residential development that adheres to Natural England's Accessible Natural Greenspace Standards - Percentage of new residential development within walking and cycling distance to schools - Percentage of new residential development within walking and cycling distance to sport and recreation facilities / open space |
| 4. To ensure and improve the vitality & viability of centres | <ul style="list-style-type: none"> - Amount of completed retail, office and leisure development delivered (and in centres) - Amount of completed retail, office and leisure development across the three authority area |
| 5. To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways | <ul style="list-style-type: none"> - Amount of floor space developed for employment, sqm - Successful employment use applications in rural areas - Number of jobs created in the ports - Number of developments approved associated with the tourism sector - Level 2 qualifications by working age residents. - Level 4 qualifications and above by working age residents. - Employment status of residents. - Average gross weekly earnings. - Standard Occupational Classification. |
| 6. To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity | <ul style="list-style-type: none"> - Impacts (direct and indirect) on designated sites - Amount of development in designated areas - Area of land offset for biodiversity |
| 7. To achieve more | <ul style="list-style-type: none"> - Percentage of journeys to work by walking and cycling and percentage of journeys to |

| SA Objective | Potential Indicators |
|---|---|
| sustainable travel behaviour, reduce the need to travel and reduce congestion | work by public transport |
| 8. To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development | <ul style="list-style-type: none"> - Number / amount of new homes / employment development completed at ward level within Growth / Regeneration Areas - Percentage of new development within 30 minutes of community facilities (as defined by each authority) - Percentage of new residential development within 30 minutes of public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre - Additional capacity of local schools / incidents of new school applications |
| 9. To conserve and enhance historic and cultural heritage and assets and townscape character? | <ul style="list-style-type: none"> - Percentage of new and converted dwellings on previously developed land - Number of listed buildings demolished, repaired or brought back to use, including locally listed buildings - New Conservation Area Appraisals adopted - Number of Listed Buildings, Scheduled Monuments, Conservation Areas, Registered Parks and Gardens (and percentage at risk) - Area of highly sensitive historic landscape characterisation type(s) which have been altered and their character eroded - Number of major development projects that enhance or detract from the significance of heritage assets or historic landscape character - Percentage of planning applications where archaeological investigations were required prior to approval or mitigation strategies developed or implemented |
| 10. To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation. | <ul style="list-style-type: none"> - Total CO2 emissions - Renewable Energy Installed by Type - Number of zero carbon homes delivered |
| 11. To improve water quality and address water scarcity and sewerage capacity | <ul style="list-style-type: none"> - Quality of Rivers (number achieving ecological good status) - Number of planning permissions granted contrary to the advice of the Environment - Agency on grounds of water quality |
| 12. To reduce the risk of fluvial, coastal and surface | <ul style="list-style-type: none"> - Number of planning permissions granted contrary to the advice of the Environment |

| SA Objective | Potential Indicators |
|---|---|
| water flooding | Agency on flood defence grounds - Number of SuDS schemes approved by ECC |
| 13. To improve air quality | - Number of Air Quality Management Areas |
| 14. To conserve and enhance the quality of landscapes | - Percentage of new and converted dwellings on previously developed land - Number of proposals permitted within areas noted for their high landscape value - Number of proposals permitted contrary to a desire to restrict coalescence |
| 15. To safeguard and enhance the quality of soil and mineral deposits | - Percentage of new development on high quality agricultural land (ALC) - Number of developments proposed within MSAs - Contaminated land brought back into beneficial use, hectares |



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June 2017



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North Essex Authorities Strategic Section One for Local Plans: Draft Publication (Regulation 19)

Draft Sustainability Appraisal (SA): Annex A - Plans and Programmes - June 2017







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1. Introduction

1.1 Background

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

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

This document is Annex A to the Environmental Report of the SA for Section One. It also forms Annex A of the Section Two SAs for Colchester Borough Council and Tendring District Council.

It includes a comprehensive description of relevant plans and programmes relevant to the strategic area, and those local areas of Colchester and Tendring. The content of these plans and programmes can also assist in the identification of any conflicting content of plans and programmes in accumulation.

1.2 Identifying Other Relevant Policies, Plans and Programmes

The SEA Directive requires the production of the following information:

An outline of the plan or programme's "relationship with other relevant plans and programmes." Annex 1(a) and "The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation" Annex I (e)

The Local Plans include policies equating to a range of social, environmental and economic aspirations. The relationship between various policies, plans, programmes and sustainability objectives may influence the Local Plans and this SA. The relationships are analysed to identify any external social, environmental or economic objectives that should be reflected in the SA process; any external factors that may have influenced the preparation of the document; and to determine whether the policies in other plans and programmes might lead to cumulative or synergistic effects when combined with policies.

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

2. List of Relevant Plans and Programmes

The following tables offer a reference to the plans and programmes relevant to the Local Plans and the accompanying SA.

2.1 Relevant Plans and Programmes

International Plans and Programmes

European Commission (EC) (2011) A Resource-Efficient Europe – Flagship Initiative Under the Europe 2020 Strategy, Communication from the Commission to the European Parliament, the Council, The European Economic and Social Committee of the Regions.

European Landscape Convention (Florence, 2002)

European Union Water Framework Directive 2000

European Union Nitrates Directive 1991

European Union Noise Directive 2002

European Union Floods Directive 2007

European Union Air Quality Directive 2008 (2008/50/EC) and previous directives (96/62/EC; 99/30/EC; 2000/69/EC & 2002/3/EC)

European Union Directive on the Conservation of Wild Birds 2009

European Union Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora 1992

European Community Biodiversity Strategy to 2020

United Nations Kyoto Protocol

World Commission on Environment and Development 'Our Common Future' 1987

The World Summit on Sustainable Development Johannesburg Summit 2002

Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations).

The Conservation of Habitats and Species Regulations, 2010

Review of the European Sustainable Development Strategy (2009)

Environment 2010: Our Future, Our Choice (2003)

SEA Directive 2001

The Industrial Emissions Directive 2010

Energy Performance of Buildings Directive 2010 on the energy performance of buildings 2010/31/EU

The Drinking Water Directive 1998

The Packaging and Packaging Waste Directive 1994

EU Seventh Environmental Action Plan (2002-2012)

European Spatial Development Perspective (1999)

European Convention on the Protection of the Archaeological Heritage (Valletta, 1992)

Aarhus Convention (1998)

National Plans and Programmes

National Planning Practice Guidance (2014)

The Localism Act 2011

National Planning Policy Framework (March 2012)

The Housing White Paper (February 2017)

The Future of Transport White Paper 2004

Housing Act (2004)

Building a Greener Future: Policy Statement (July 2007)

Community Infrastructure Levy Guidance (April 2013)

Underground, Under Threat - Groundwater protection: policy and practice (GP3)

Model Procedures for the Management of Land Contamination – Contaminated Land Report 11 (September



2004)

Natural Environment and Rural Communities Act 2006

Countryside and Rights of Way Act 2000

Planning and Compulsory Purchase Act 2004

The Education (School Information) (England) (Amendments) Regulations, 2002

Childcare Act, 2006

Flood & Water Management Act 2009

The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)

Safeguarding Our Soils: A Strategy for England (2009)

Natural Environment White Paper: The Natural Choice: Securing the Value of Nature (2011)

The National Adaptation Programme – Making the Country Resilient to a Changing Climate (2013)

Planning Policy for Traveller Sites (2012)

National Planning Policy for Waste (2014)

Adapting to Climate Change: Ensuring Progress in Key Sectors (2013)

DECC National Energy Policy Statement EN1 (2011)

DCLG: An Introduction to Neighbourhood Planning (2012)

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3. Review of Plans and Programmes

3.1 Review of International Plans and Programmes

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

| International Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|--|---|---|
| | <ul style="list-style-type: none"> • A new Drinking Water Directive, reviewing the quality standards and, where necessary, tightening them (adopted November 1998), • A Directive for Integrated Pollution and Prevention Control (IPPC), adopted in 1996, addressing pollution from large industrial installations. | |
| European Union Nitrates Directive 1991 | The Nitrates Directive (1991) aims to protect water quality across Europe by preventing nitrates from agricultural sources polluting ground and surface waters and by promoting the use of good farming practices. | The Local Plans should have regard to waste water provision implications and considerations. |
| European Union Noise Directive 2002 | <p>The aim of this Directive shall be to define a common approach intended to avoid, prevent or reduce on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise. To that end the following actions shall be implemented progressively:</p> <p>(a) the determination of exposure to environmental noise, through noise mapping, by methods of assessment common to the Member States;</p> <p>(b) ensuring that information on environmental noise and its effects is made available to the public;</p> <p>(c) adoption of action plans by the Member States, based upon noise-mapping results, with a view to preventing and reducing environmental noise where necessary and particularly where exposure levels can induce harmful effects on human health and to preserving environmental noise quality where it is good.</p> <p>This Directive shall also aim at providing a basis for developing Community measures to reduce noise emitted by the major sources, in particular road and rail vehicles and infrastructure, aircraft, outdoor and industrial equipment and mobile machinery.</p> | <p>The Local Plans should adopt this strategy to noise pollution when permitting developments across the district. Considerations should be made in the Local Plans for the proximity of developments to significant sources of noise pollution and any mitigating measures which could be employed to minimise the impact on the local population.</p> |

| International Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|--|---|---|
| European Union Floods Directive 2007 | The purpose of this Directive is to establish a framework for the assessment and management of flood risks, aiming at the reduction of the adverse consequences for human health, the environment, cultural heritage and economic activity associated with floods in the Community. | Flood risk considerations in the Local Plans should be informed by the approach within the EU Floods Directive. |
| European Union Air Quality Directive 2008 including previous versions. | <p>Council Directive 96/62/EC on ambient air quality assessment and management.</p> <p>Council Directive 1999/30/EC relating to limit values for sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air.</p> <p>Directive 2000/69/EC of the European Parliament and of the Council relating to limit values for benzene and carbon monoxide in ambient air.</p> <p>Directive 2002/3/EC of the European Parliament and of the Council relating to ozone in ambient air.</p> <p>This new Directive includes the following key elements:</p> <ul style="list-style-type: none"> • That most of existing legislation be merged into a single directive (except for the fourth daughter directive) with no change to existing air quality objectives* • New air quality objectives for PM2.5 (fine particles) including the limit value and exposure related objectives – exposure concentration obligation and exposure reduction target • The possibility to discount natural sources of pollution when assessing compliance against limit values • Possibility for time extensions of three years (PM10) or up to five years (NO2, benzene) for complying with limit values, based on conditions and the assessment by the European Commission. <p>* Framework Directive 96/62/EC, 1-3 daughter Directives 1999/30/EC, 2000/69/EC, 2002/3/EC, and</p> | Air quality management principles relating to the range of pollutant gases outlines within the EU Air Quality Directive are a consideration for the Local Plans and the SA. |

| International Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|---|---|--|
| | Decision on Exchange of Information 97/101/EC. | |
| European Union Directive on the Conservation of Wild Birds 2009 | <p>This Directive relates to the conservation of all species of naturally occurring birds in the wild state in the European territory of the Member States to which the Treaty applies. It covers the protection, management and control of these species and lays down rules for their exploitation.</p> <p>It shall apply to birds, their eggs, nests and habitats.</p> | <p>Conservation of bird species must be incorporated in ecological considerations when assessing the viability of a development. The Local Plans should evaluate the impact on bird habitats and include this consideration in the environmental assessment of potential growth.</p> |
| European Union Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora 1992 | <p>The aim of this Directive shall be to contribute towards ensuring bio-diversity through the conservation of natural habitats and of wild fauna and flora in the European territory of the Member States to which the Treaty applies.</p> | <p>The Local Plans should seek to ensure the conservation of habitats supporting ecological variance. This directive can inform approaches to the protection of ecologically significant sites.</p> |
| European Union Common Biodiversity Strategy to 2020 | <p>This strategy aims to conserve biodiversity within Europe in an attempt to achieve the following target and vision:</p> <p>2020 headline target</p> <ul style="list-style-type: none"> Halting the loss of biodiversity and the degradation of ecosystem services in the EU by 2020, and restoring them in so far as feasible, while stepping up the EU contribution to averting global biodiversity loss. <p>2050 vision</p> <ul style="list-style-type: none"> By 2050, European Union biodiversity and the ecosystem services it provides — its natural capital — are protected, valued and appropriately restored for biodiversity's intrinsic value and for their essential contribution to human wellbeing and economic prosperity, and so that catastrophic changes caused by the loss of biodiversity are avoided. | <p>The Local Plans and SA should have regard the impact of developments on the environment and biodiversity and include this consideration as a factor when evaluating the suitability of a site for development.</p> |

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

| International Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|--|---|---|
| World Commission on Environment and Development 'Our Common Future' 1987 | <p>This report aims were:</p> <p>to propose long-term environmental strategies for achieving sustainable development by the year 2000 and beyond; to recommend ways concern for the environment may be translated into greater co-operation among developing countries and between countries at different stages of economic and social development and lead to the achievement of common and mutually supportive objectives that take account of the interrelationships between people, resources, environment, and development;</p> <ul style="list-style-type: none"> • To consider ways and means by which the international community can deal more effectively with environment concerns; and • To help define shared perceptions of long-term environmental issues and the appropriate efforts needed to deal successfully with the problems of protecting and enhancing the environment, a long term agenda for action during the coming decades, and aspirational goals for the world community. | The Local Plans should contribute to the co-operative effort to reduce the environmental impacts of development through policy to promote more efficient and carbon neutral techniques and materials in design and construction. |
| The World Summit on Sustainable Development Johannesburg Summit 2002 | <p>The Summit sought to address social, environmental and economic with particular focus on the issues facing some of the most deprived people across the world. It aimed to:</p> <ul style="list-style-type: none"> • Halve the proportion of the world's population that lives on less than \$1 a day; • Halve the number of people living without safe drinking water or basic sanitation; and • Reduce mortality rates for infants and children under five by two thirds, and maternal mortality by three quarters; <p>Other provisions address a comprehensive range of environmental and development issues, such as climate change, energy, agriculture, trade, African development, and small island States. The</p> | Issues surrounding climate change and renewable energy have significant implications for development. The Local Plans should strive to produce developments of low carbon housing and reduce environmental degradation through responsible design and construction practices. |

| International Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|--|---|---|
| | <p>Implementation Plan calls for a substantial increase in use of renewable sources of energy "with a sense of urgency". Although it sets no specific targets; implementation of a new global system for classification and labelling of chemicals was discussed in an attempt to restore depleted fish stocks.</p> | |
| Environmental Assessment of Plans and Programmes Regulations (SEA Regulations) | <p>These regulations transpose the requirements of the SEA Directive (2001/42/EC) into national law.</p> <p>The SEA Directive sets out the requirement for an environmental assessment to be undertaken when preparing certain plans and programmes and also details which types of plans and programmes are likely to be subject to SEA.</p> <p>The regulations also set out procedures for preparing the environmental report and consultation.</p> | <p>The regulations to which this SA must adhere to be legally compliant and pass the test of soundness at the submission stage.</p> |
| The Conservation of Habitats and Species Regulations | <p>These regulations transpose the Habitats Directive into national law, and updates and consolidates all the amendments to the Regulations since they were first made in 1994.</p> <p>They set out protection and registry of European sites, including SACs and SPAs classified under the Birds Directive. They also make special provisions for the protection of European marine sites and the preservation of protected species.</p> | <p>The Local Plans must ensure the protection of sites of European Significance in relation to their flora and fauna, and enter into the agreement that compensatory measures will be required where damage may occur through development or the carrying out of extraction. This will be ensured through an HRA (and AA if required) of Local Plans.</p> |
| Review of the European Sustainable Development Strategy, European Commission, 2009 | <p>The European Council in December 2009 confirmed that "Sustainable development remains a fundamental objective of the European Union under the Lisbon Treaty. As emphasised in the Presidency's report on the 2009 review of the Union's Sustainable Development Strategy, the strategy will continue to provide a long term vision and constitute the overarching policy framework for all Union policies and strategies. A number of unsustainable trends require</p> | <p>The Local Plans should develop policies that take account of the Directive as well as more detailed policies derived from the Directive at the national level.</p> <p>The Strategy also informs the SA in the development of relevant objectives and criteria</p> |

| International Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|--|--|---|
| | <p>urgent action.</p> <p>Significant additional efforts are needed to:</p> <ul style="list-style-type: none"> • curb and adapt to climate change, • to decrease high energy consumption in the transport sector; and • to reverse the current loss of biodiversity and natural resources. | <p>regarding climate change, energy and biodiversity.</p> |
| <p>Environment 2010: Our Future, Our Choice (2003)</p> | <p>Tackling Climate Change objectives:</p> <ul style="list-style-type: none"> • in the short to medium term we aim to reduce greenhouse gas emissions by 8% compared with 1990 levels by 2008-12 (as agreed at Kyoto); • in the longer term we need to reduce global emissions even further by approximately 20-40% on 1990 levels by 2020; • for the first time the Programme recognises the need to tackle the long term goal of a 70% reduction in emissions set by the Intergovernmental Panel on Climate Change; • protecting Nature and Wildlife objectives; • protect our most valuable habitats through extending the Community's Natura 2000 programme; • put in place action plans to protect biodiversity; • develop a strategy to protect the marine environment; • extend national and regional programmes to further promote sustainable forest management; • introduce measures to protect and restore landscapes; • develop a strategy for soil protection; • co-ordinate Member States' efforts in handling accidents and natural disasters. | <p>The Local Plans should develop policies that take account of the Directive as well as more detailed policies derived from the Directive at the national level.</p> <p>The Strategy also informs the SA in the development of relevant objectives and criteria regarding climate change, energy and biodiversity.</p> |

| International Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|---|--|---|
| SEA Directive 2001 | The SEA Directive sets out the requirement for an environmental assessment to be undertaken when preparing certain plans and programmes and also details which types of plans and programmes are likely to be subject to SEA. | Local plans are subject to SEA. These regulations will help inform the content of the environmental report. By assessing impacts of any developments on the locality and investigating alternative approaches and sites, the development can meet local needs while also positively impacting on the economy, society and environment where possible. |
| The Industrial Emissions Directive 2010 Directive 2010/75/EU on industrial emissions (integrated pollution prevention and control) | Lays down rules on integrated prevention and control of pollution arising from industrial activities. It also lays down rules designed to prevent or, where that is not practicable, to reduce emissions into air, water and land and to prevent the generation of waste, in order to achieve a high level of protection of the environment taken as a whole. The Directive sets emission limit values for substances that are harmful to air or water. | The Local Plans should consider policies that take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF. |
| Energy Performance of Buildings Directive 2010 on the energy performance of buildings 2010/31/EU | The Directive aims to promote the energy performance of buildings and building units. It requests that member states adopt either national or regional methodology for calculating energy performance and minimum requirements for energy performance. | Policies and allocations should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF. |
| The Drinking Water Directive 1998 Directive 98/83/EC on the quality of water intended for human consumption | Protect human health from the adverse effects of any contamination of water intended for human consumption by ensuring that it is wholesome and clean. Member States must set values for water intended for human consumption. | The Local Plans should develop policies that take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF. |

| International Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|---|---|--|
| EU Seventh Environmental Action Plan (2002-2012) | <p>The EU's objectives in implementing the programme are:</p> <ul style="list-style-type: none"> (a) to protect, conserve and enhance the Union's natural capital; (b) to turn the Union into a resource-efficient, green and competitive low-carbon economy; (c) to safeguard the Union's citizens from environment-related pressures and risks to health and wellbeing; (d) to maximise the benefits of the Union's environment legislation; (e) to improve the evidence base for environment policy; (f) to secure investment for environment and climate policy and get the prices right; (g) to improve environmental integration and policy coherence; (h) to enhance the sustainability of the Union's cities; (i) to increase the Union's effectiveness in confronting regional and global environmental challenges. | The Local Plans should develop policies that take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF. |
| European Spatial Development Perspective (1999) | Economic and social cohesion across the community. Conservation of natural resources and cultural heritage. Balanced competitiveness between different tiers of government. | The Local Plans should develop policies that take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF. |
| European Convention on the Protection of the Archaeological Heritage (Valletta, 1992) Revision of the 1985 Granada | <p>Protection of the archaeological heritage, including any physical evidence of the human past that can be investigated archaeologically both on land and underwater.</p> <p>Creation of archaeological reserves and conservation of excavated sites.</p> | The Local Plans should develop policies and ensure development principles that take account of the Convention. |

| International Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|------------------------------------|---|--|
| Convention | | |
| Aarhus Convention (1998) | <p>Established a number of rights of the public with regard to the environment. Local authorities should provide for:</p> <ul style="list-style-type: none"> • The right of everyone to receive environmental information. • The right to participate from an early stage in environmental decision making. • The right to challenge in a court of law public decisions that have been made without respecting the two rights above or environmental law in general. | <p>The Local Plans should develop policies that take account of the Convention.</p> <p>The Convention also ensures that the public are involved and consulted at all relevant stages of SA production.</p> |

3.2 Review of National Plans and Programmes

| National Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|--|---|---|
| National Planning Practice Guidance (2016) | This web-based resource provides guidance to support the National Planning Policy Framework and its application in practice. It is also easy to link easily between the National Planning Policy Framework and relevant planning practice guidance, as well as between different categories of guidance. | Provides guidance on the preparation of Local Plans and accompanying SA. |
| Localism Act 2011 | The Localism Act provides a general power of competence for local authorities in England. It gives these authorities the same power to act that an individual generally has and provides that the power may be used in innovative ways, that is, in doing things that are unlike anything that a local authority – or any other public body – has done before, or may currently do. Where an authority can do something under the power, the starting point is that there are to be no limits as to how the power | The Localism Act gave new powers to local authorities to support a much more localised approach to development than had previously been possible. Following this, the Local Plans can utilise statistics and information relating only to the Districts to inform planning policy and allow the focus to be |

| National Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|--|---|--|
| | <p>can be exercised. The power, does not need to be exercised for the benefit of any particular place or group, and can be exercised anywhere and in any way.</p> | <p>primarily concerned with the benefits for the local population.</p> |
| <p>National Planning Policy Framework (March 2012)</p> | <p>This framework sets out the Government's planning policies for England and how these are expected to be applied. It replaces all Planning Policy Statements and Planning Policy Guidance.</p> <p>The framework seeks to contribute to the achievement of sustainable development by pursuing economic, environmental and social gains jointly and simultaneously through the planning system. It defines planning as having:</p> <ul style="list-style-type: none"> • an economic role – contributing to building a strong, responsive and competitive economy,; • a social role – supporting strong, vibrant and healthy communities; and • an environmental role – contributing to protecting and enhancing our natural, built and historic environment. <p>The framework sets out 12 core land-use planning principles that local planning authorities should follow and provides guidance on preparing Local and Neighbourhood Plans and on determining planning applications.</p> <p>The framework also describes the role of planning in delivering sustainable development under 14 themes. These are:</p> <ul style="list-style-type: none"> • Building a strong, competitive economy ; • ensuring the vitality of town centres; • supporting a prosperous rural economy; • promoting sustainable transport; • supporting high quality communications infrastructure; • delivering a wide choice of high quality homes; | <p>The Local Plans must be in conformity with this national planning document in order to ensure development is sustainable. Therefore, the Local Plans should be consistent with the principles and policies set out in this Framework, including the presumption in favour of sustainable development.</p> |

| National Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|--------------------------------|--|---|
| | <ul style="list-style-type: none"> • requiring good design; • promoting healthy communities; • protecting Green Belt land; • meeting the challenge of climate change, flooding and coastal change; • conserving and enhancing the natural environment; • conserving and enhancing the historic environment; • facilitating the sustainable use of minerals. <p>A key part of the NPPF is the presumption in favour of sustainable development which is relevant to both plan making and decision making.</p> | |
| The Housing White Paper (2017) | <p>The White Paper includes a list of relevant proposals:</p> <ul style="list-style-type: none"> • Making sure every part of the country has an up-to-date, sufficiently ambitious plan so that local communities decide where development should go; • Simplifying plan-making and making it more transparent, so it's easier for communities to produce plans and easier for developers to follow them; • Ensuring that plans start from an honest assessment of the need for new homes, and that local authorities work with their neighbours, so that difficult decisions are not ducked; • Clarifying what land is available for new housing, through greater transparency over who owns land and the options held on it; • Making more land available for homes in the right places, by maximising the contribution from brownfield and surplus public land, regenerating estates, releasing more small and medium-sized sites, allowing rural communities to grow and making it easier to build new settlements; | <p>The White Paper is of significant relevance to the SA in defining national and local housing needs. It also offers possible changes in requirements to the Local Plan process, which is intrinsically aligned to that of SA.</p> |

| National Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|-------------------------------------|---|---|
| | <ul style="list-style-type: none"> • Maintaining existing strong protections for the Green Belt, and clarifying that Green Belt boundaries should be amended only in exceptional circumstances when local authorities can demonstrate that they have fully examined all other reasonable options for meeting their identified housing requirements; • Giving communities a stronger voice in the design of new housing to drive up the quality and character of new development, building on the success of neighbourhood planning; and • Making better use of land for housing by encouraging higher densities, where appropriate, such as in urban locations where there is high housing demand; and by reviewing space standards. | |
| The Future of Transport White Paper | <p>Ensure we can benefit from mobility and access while minimising the impact on other people and the environment, now and in the future.</p> <p>Get the best out of our transport system without damaging our overall quality of life. Develop strategies that recognise that demand for travel will increase in the future.</p> <p>Work towards a transport network that can meet the challenges of a growing economy and the increasing demand for travel but can also achieve the government's environmental objectives.</p> <p>The key targets are:</p> <p>20% reduction in carbon dioxide emissions by 2010 and 60% reduction by 2050. Transport is currently responsible for about a quarter of total emissions.</p> | <p>Informs the Local Plans in promoting public transport use rather than increasing reliance on the car.</p> <p>Informs the SA to formulate appropriate objectives and criteria to reduce the need to travel and improve choice and use of sustainable transport modes.</p> |
| Housing Act 2004 | <p>Protect the most vulnerable in society and help create a fairer and better housing market.</p> <p>Strengthen the Government's drive to meet its 2010 decent homes target.</p> | <p>Informs the Local Plans in developing policies that help to create a fairer and better housing market.</p> |

| National Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| Building a Greener Future: Policy Statement (July 2007) | This document sets out the Government's intention for all new homes to be zero carbon by 2016 with a major progressive tightening of the energy efficiency building regulations - by 25 per cent in 2010 and by 44 per cent in 2013 - up to the zero carbon target in 2016. In addition, the government introduced a time-limited stamp duty land tax relief with effect from 1 October 2007 for new homes built to a zero carbon standard. | The Local Plans should have regard to this policy statement and include measures which seek to achieve the targets set. New dwellings should strive to fulfil the aim of zero carbon housing wherever possible. |
| Community Infrastructure Levy Guidance (April 2013) | <p>The Community Infrastructure Levy (the levy) came into force in April 2010. It allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of infrastructure that is needed as a result of development.</p> <p>The Community Infrastructure Levy charging authorities (charging authorities) in England will be district and metropolitan district councils, London borough councils, unitary authorities, national park authorities, The Broads Authority and the Mayor of London. These bodies all prepare development plans for their areas, which are informed by assessments of the infrastructure needs for which the levy may be collected.</p> | Informs the Local Plans and SA of the infrastructure deliverability of strategic growth proposals. |
| Underground, Under Threat - Groundwater protection: policy and practice (GP3) | <p>This document sets out the Environment Agency's (EA) aims and objectives for groundwater, their technical approach to its management and protection, the tools they use to do their work and the main policies and approach to the application of legislation. The main aims are:</p> <ul style="list-style-type: none"> • To encourage co-operation between the EA and other bodies with statutory responsibilities for the protection of groundwater; • to promote policies, so that land-users and potential developers may anticipate how the EA are likely to respond to a proposal | Informs the SA in developing relevant objectives and criteria. |

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| | <p>or activity;</p> <ul style="list-style-type: none"> to influence the decisions of other organisations on issues the EA are concerned about but which they do not regulate; to ensure that groundwater protection and management are consistent with EA's Vision for the environment and a sustainable future; and to provide vital information and background on groundwater protection in England and Wales. | |
| <p>Model Procedures for the Management of Land Contamination – Contaminated Land Report 11</p> | <p>The Model Procedures for the Management of Land Contamination provides the technical framework for structured decision making about land contamination. They encourage the formalisation of outputs from the process in the form of written records that contain details of specific project objectives, decisions and assumptions, as well as recommendations and other specific outputs.</p> <p>The Model Procedures have been developed to provide the technical framework for applying a risk management process when dealing with land affected by contamination. The process involves identifying, making decisions on, and taking appropriate action to deal with land contamination in a way that is consistent with government policies and legislation within the UK.</p> <p>The technical approach presented in the Model Procedures is designed to be applicable to a range of non-regulatory and regulatory contexts that includes:</p> <ul style="list-style-type: none"> Development or redevelopment of land under the planning regime; regulatory intervention under Part IIA of the Environment Protection Act 1990 or Part III of the Waste & Contaminated Land (Northern Ireland) Order 1997 | <p>Informs the SA in developing relevant objectives and criteria.</p> |

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| | <ul style="list-style-type: none"> voluntary investigation and remediation; managing potential liabilities of those responsible for individual sites or a portfolio of sites. | |
| Natural Environment and Rural Communities Act | This document relates to nature conservation, biodiversity, SSSIs and Rights of Way amongst others in regards to a duty to protect, and enforce codes of conduct in relation to these designated and non-designated elements of the environment. | The Local Plans can influence the protection of these designations and non-designated elements of the environments through policy and appropriate site requirements. |
| Countryside and Rights of Way Act 2000 | Further information on Rights of Way in relation to nature conservation with wildlife protection, SSSIs and biological diversity amongst other elements of the environment, including regulations to restrict the impacts of vehicles on the environment. | The Local Plans can influence the protection of these designations and non-designated elements of the environments through policy and appropriate site requirements. |
| Planning and Compulsory Purchase Act 2004 | <p>The PCPA requires local authorities to produce a local plan to guide future development and change within its area.</p> <p>The act aims to promote sustainable development by requiring a Sustainability Appraisal to be produced for all Local Plans, encouraging the integration of social, environmental and economic considerations into development documents.</p> | <p>The RPB (in this case the three District Councils) must:</p> <ol style="list-style-type: none"> Carry out an appraisal of the sustainability of the proposals in the draft Prepare a report of the findings of the appraisal <p>This appraisal informs the viability of any developments against economic, social and environmental effects, in order to assess the sustainability of any developments within the locality.</p> |
| The Education (School Information) (England) (Amendments) | Amended version of the Education Regulations which, among other items of information, requires local authorities to publish their Sustainable Modes | The Local Plans contains sustainable travel objectives and as such, should be |

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| Regulations, 2002 | of Travel Strategy. | informed by the travel methods of school pupils to contribute to the achievement of sustainable travel targets. |
| Childcare Act 2006 | This Act sets out the power and duties of local authorities and other bodies in England in relation to the improvement of the well-being of young children; to make provision about the powers and duties of local authorities in England and Wales in relation to the provision of childcare and the provision of information to parents and other persons; to make provision about the regulation and inspection of childcare provision in England. | This act affects the powers of the local authority available for use in the Local Plans to contribute to the health and social wellbeing of children and young people within the strategic area. |
| Flood & Water Management Act 2009 | <p>This Environment Agency document attempts to achieve the target of developing, maintaining, applying and monitoring a strategy for flood and coastal erosion risk management in England (a “national flood and coastal erosion risk management strategy”).</p> <p>This is to ensure a transparent and consistent level of service when ECC is responding to planning enquires. As part of a National Framework, a Sustainable Drainage Design and Adoption Guide has been produced, working in partnership with other partner local authorities and establishing an officer working group.</p> | Working in a partnership to create county specific flood risk assessments and solutions ensures an appropriate and effective prevention and mitigation measures are identified. The Local Plans should regard this information to identify the risk of flooding for any new developments and evaluate the viability of any site locations. |
| The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, Defra (2007) | <p>Make sure that everyone can enjoy a level of ambient air quality in public spaces, which poses no significant risk to health or quality of life.</p> <p>Render polluting emissions harmless.</p> <p>Sets air quality standards for 13 air pollutants.</p> | At the core of the programme is the notion of pre-emptive action to avoid any severe impacts on the environment. Informs the Local Plans and the SA. |

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| Safeguarding Our Soils: A Strategy for England (2009) | <p>By 2030, the strategy aims to have all of England's soils to be managed sustainably and degradation threats tackled successfully. This will improve the quality of England's soils and safeguard their ability to provide essential services for future generations.</p> <ul style="list-style-type: none"> • Agricultural soils will be better managed and threats to them will be addressed; • soils will play a greater role in the fight against climate change and in helping us to manage its impacts; • soils in urban areas will be valued during development, and construction practices will ensure vital soil functions can be maintained; • pollution of our soils is prevented, and our historic legacy of contaminated land is being dealt with. | <p>Soil quality has a key role in water quality, climate change issues and the historic legacy and health of the environment. The Local Plans should attempt to retain and protect soil quality through construction techniques. Through aligning with the strategy, development can occur responsibly without causing soil degradation.</p> |
| Natural Environment White Paper: The Natural Choice: Securing the Value of Nature (2011) | <p>This document strives to safeguard the environment through the promotion of a number of aims:</p> <ul style="list-style-type: none"> • facilitating greater local action to protect and improve nature; • creating a green economy, in which economic growth and the health of our natural resources sustain each other, and markets, business and Government better reflect the value of nature; • strengthening the connections between people and nature to the benefit of both; and • showing leadership in the European Union and internationally, to protect and enhance natural assets globally. | <p>The Local Plans should regard the protection of natural assets and the advancement of a green economy within the strategic area would assist in improving the economic, social and environmental situation in the area.</p> |
| The National Adaptation Programme – Making the Country Resilient | <p>The programme seeks to address risks associated with climate change issues through objectives relating to:</p> <ul style="list-style-type: none"> • increasing awareness | <p>At the core of the programme is the notion of pre-emptive action to avoid any severe impacts on the environment. Informs the</p> |

| National Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| to a Changing Climate (2013) | <ul style="list-style-type: none"> increasing resilience to current extremes taking timely action for long-lead time measures addressing major evidence gaps. | Local Plans and the SA. |
| Planning Policy for Traveller Sites (2012) | <p>The aims for this policy are:</p> <ul style="list-style-type: none"> that local planning authorities should make their own assessment of need for the purposes of planning; to ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites; to encourage local planning authorities to plan for sites over a reasonable timescale; that plan-making and decision-taking should protect Green Belt from inappropriate development; to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites; that plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective; for local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies; to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply; to reduce tensions between settled and traveller communities in plan-making and planning decisions; to enable provision of suitable accommodation from which travellers can | Informs the Local Plans and SA in developing relevant principles, objectives and criteria. |

| National Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| | <p>access education, health, welfare and employment infrastructure;</p> <ul style="list-style-type: none"> for local planning authorities to have due regard to the protection of local amenity and local environment. | |
| National Planning Policy for Waste (2014) | <p>The Waste Management Plan for England sets out the Government's ambition to work towards a more sustainable and efficient approach to resource use and management. Positive planning plays a pivotal role in delivering this country's waste ambitions through:</p> <ul style="list-style-type: none"> delivery of sustainable development and resource efficiency, including provision of modern infrastructure, local employment opportunities and wider climate change benefits, by driving waste management up the waste hierarchy; ensuring that waste management is considered alongside other spatial planning concerns, such as housing and transport, recognising the positive contribution that waste management can make to the development of sustainable communities; providing a framework in which communities and businesses are engaged with and take more responsibility for their own waste, including by enabling waste to be disposed of or, in the case of mixed municipal waste from households, recovered, in line with the proximity principle; helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment; and ensuring the design and layout of new residential and commercial development and other infrastructure (such as safe and reliable transport links) complements sustainable waste management, including | Informs the SA in developing relevant objectives and criteria. |

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| | the provision of appropriate storage and segregation facilities to facilitate high quality collections of waste. | |
| Adapting to Climate Change: Ensuring Progress in Key Sectors, Defra, 2013 | This strategy highlights how the climate is changing and the impacts are likely to affect almost everyone in some way during our lifetime. The strategy recognises that there have always been natural fluctuations in climate, but the current rates of change are far greater than those experienced in recent history. The strategy suggests that adaptation (or changing behaviour) should be built into planning and risk management; and that all organisations will benefit from considering risks to their operations and consider the actions necessary to adapt to climate change. This strategy confirms that 'bodies with a function of public nature' and 'statutory undertakers' (reporting authorities) must be taking appropriate action to adapt to the future impacts of climate change. | Adaptation (or changing behaviour) should be built into planning and risk management. |
| DECC National Energy Policy Statement EN1, 2011 | This sets out the Government's policy for delivery of major energy infrastructure. It sets out the need for and role of various different types of renewable/ low carbon energy. Potential impacts of renewable energy are listed, along with a summary of how the IPC will make decisions. Legally binding target to cut greenhouse gas emissions by at least 80% by 2050, compared to 1990 levels. | The Local Plans should develop policies that support renewable energy generation and encourage greater energy efficiency. Informs the SA in developing relevant objectives and criteria. |
| DCLG Neighbourhood Planning, 2012 | This document provides a brief summary of neighbourhood planning, including the main stages: defining the neighbourhood plan area, preparing the plan, independent check, community referendum, legal force. | This document does not contain any targets, aims, objectives or priorities. However, it is important that the Local Plans and the SA recognise the key role of neighbourhood planning. |
| JNCC/Defra UK Post-2010 Biodiversity | In Nagoya, Japan, in Autumn 2010 the 192 parties to the Convention on Biological Diversity renewed | The Local Plans should develop policies that support |

| National Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| Framework, 2012 | <p>their commitment to take action to halt the alarming global declines of biodiversity and to ensure that by 2020 our natural environment is resilient and can continue to provide the ecosystem services that are essential for life.</p> <p>Vision: By 2050, biodiversity is valued, conserved, restored and wisely used, maintaining ecosystem services, sustaining a healthy planet and delivering benefits essential for all people.</p> <p>Goal A: Address the underlying causes of biodiversity loss by mainstreaming biodiversity across government and society.</p> <p>Goal B: Reduce the direct pressures on biodiversity and promote sustainable use.</p> <p>Goal C: To improve the status of biodiversity by safeguarding ecosystems, species and genetic diversity.</p> <p>Goal D: Enhance the benefits to all from biodiversity and ecosystems.</p> <p>Goal E: Enhance implementation through participatory planning, knowledge management and capacity building.</p> | <p>biodiversity.</p> <p>Informs the SA in developing relevant objectives and criteria.</p> |
| Mainstreaming Sustainable Development – the Government's vision and what this means in practice, Defra, 2011 | <p>This document sets out the coalition government's vision of sustainable development, which means making the necessary decisions now to realise our vision of stimulating economic growth and tackling the deficit, maximising wellbeing and protecting our environment, without negatively impacting on the ability of future generations to do the same. It builds on the 2005 sustainable development strategy. It recognises that natural capital is an essential part of a productive economy and we need to value appropriately the goods and services it provides.</p> | <p>Sustainability is recognised as a core strategic priority. Informs the SA in developing relevant objectives and criteria.</p> |
| UK Marine Policy Statement, HM Government, March 2011 | <p>This Marine Policy Statement (MPS) is the framework for preparing Marine Plans and taking decisions affecting the marine environment. It will contribute to the achievement of sustainable</p> | <p>Informs the SA in developing relevant objectives and criteria regarding the societal benefits of marine areas, including the</p> |

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| | <p>development in the United Kingdom marine area. It has been prepared and adopted for the purposes of section 44 of the Marine and Coastal Access Act 2009.</p> <p>The process of marine planning will:</p> <ul style="list-style-type: none"> • achieve integration between different objectives; • recognise that the demand for use of our seas and the resulting pressures on them will continue to increase; • manage competing demands on the marine area, taking an ecosystem-based approach; • enable the co-existence of compatible activities wherever possible; and • integrate with terrestrial planning. | <p>sustainable use of marine resources to address local social and economic issues.</p> |
| <p>Electricity Market Reform White Paper 2011, Planning our Electric Future: A White Paper for Secure, Affordable and Low-Carbon Electricity</p> | <p>This White Paper sets out the Government's commitment to transform the UK's electricity system to ensure that our future electricity supply is secure, low-carbon and affordable.</p> <p>The paper features a 15 per cent renewable energy target by 2020 and 80 per cent carbon reduction target by 2050.</p> | <p>The Local Plans should develop policies that support renewable energy generation and encourage greater energy efficiency.</p> <p>Informs the SA in developing relevant objectives and criteria.</p> |
| <p>DfT (2013) Door to Door: A strategy for improving sustainable transport integration</p> | <p>The strategy's vision is for an inclusive, integrated and innovative transport system that works for everyone, and where making door-to-door journeys by sustainable means is an attractive and convenient option. Four key areas to address are highlighted:</p> <ul style="list-style-type: none"> • improving availability of information; • simplifying ticketing; • making connections between different steps in the journey, and different modes of transport easier; and • providing better interchange facilities. | <p>The Local Plans should enhance public transport provision and encourage active modes of travel such as walking and cycling. Informs The Local Plans and SA in developing relevant principles, objectives and criteria.</p> |

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| DCLG (2011) Laying the Foundations: A Housing Strategy for England | Aims to provide support to deliver new homes and improve social mobility. | <p>The Local Plans should develop policies that encourage development of residential properties.</p> <p>Informs the Local Plans and the SA in developing relevant principles, objectives and criteria.</p> |
| DEFRA (2011) Securing the Future: Delivering UK Sustainable Development Strategy | <p>Enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life for future generations. There are 4 shared priorities:</p> <ul style="list-style-type: none"> • sustainable consumption and production; • climate change and energy; • natural resource protection and environmental enhancement; and • sustainable communities. <p>Sets out indicators to give an overview of sustainable development and priority areas in the UK. They include 20 of the UK Framework indicators and a further 48 indicators related to the priority areas.</p> | <p>The Local Plans should develop policies that meet the aims of the Sustainable Development Strategy.</p> <p>The Local Plans and the SA in developing relevant principles, objectives and criteria.</p> |
| DECC (2011) UK Renewable Energy Roadmap (updates setting out progress and changes to the strategy dated 2013 and 2013) | <p>Make the UK more energy secure.</p> <p>Help protect consumers from fossil fuel price fluctuations.</p> <p>Help drive investment in new jobs and businesses in the renewable energy sector.</p> <p>Keep the UK on track to meet carbon reduction objectives.</p> <p>The document outlines a target of 15% of UK energy use from renewables by 2020.</p> | <p>The Local Plans and the SA in developing relevant principles, objectives and criteria regarding renewable energy provision including electricity, heat and transport.</p> |
| Community Energy Strategy (DECC, 2014) | Sets out plans to promote and facilitate the planning and development of decentralised community energy initiatives in four main types of energy activity: | <p>The Local Plans and the SA in developing relevant principles, objectives and criteria regarding renewable energy</p> |

| National Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| | <ul style="list-style-type: none"> generating energy (electricity or heat); reducing energy use (saving energy through energy efficiency and behaviour change); managing energy (balancing supply and demand); purchasing energy (collective purchasing or switching to save money on energy). | provision including electricity, heat and transport. |
| The National Flood and Coastal Erosion Risk Management Strategy for England (Environment Agency, 2011) | <p>This Strategy sets out the national framework for managing the risk of flooding and coastal erosion. It sets out the roles for risk management authorities and communities to help them understand their responsibilities.</p> <p>The strategic aims and objectives of the Strategy are to:</p> <ul style="list-style-type: none"> “manage the risk to people and their property; facilitate decision-making and action at the appropriate level – individual, community or local authority, river catchment, coastal cell or national; achieve environmental, social and economic benefits, consistent with the principles of sustainable development”. | <p>Development should seek to reduce and manage the risk of all types of flooding.</p> <p>It assists the Local Plans and the SA in developing relevant principles, objectives and criteria.</p> |
| Waste prevention programme for England: Prevention is better than cure – The role of waste prevention in moving to a more resource efficient economy (HM Government, 2013) | <p>The programme aims to:</p> <ul style="list-style-type: none"> encourage businesses to contribute to a more sustainable economy by building waste reduction into design, offering alternative business models and delivering new and improved products and services; encourage a culture of valuing resources by making it easier for people and businesses to find out how to reduce their waste, to use products for longer, repair broken items, and enable reuse of items by others; help businesses recognise and act upon | It assists the Local Plans and the SA in developing relevant principles, objectives and criteria. |

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| | <p>potential savings through better resource efficiency and preventing waste, to realise opportunities for growth; and</p> <ul style="list-style-type: none"> • support action by central and local government, businesses and civil society to capitalise on these opportunities. | |
| <p>Future Water: The Government's Water Strategy for England (DEFRA, 2008)</p> | <p>Sets out how the Government want the water sector to look by 2030 and an outline of the steps which need to be taken to get there.</p> <p>The vision for 2030 is one where we, as a country have:</p> <ul style="list-style-type: none"> • "improved the quality of our water environment and the ecology it supports, and continue to maintain high standards of drinking water quality from taps; • sustainably managed risks from flooding and coastal erosion, with greater understanding and more effective management of surface water; • ensure a sustainable use of water resources, and implement fair, affordable and cost-reflective water charges; • cut greenhouse gas emissions; and • embed continuous adaptation to climate change and other pressures across the water industry and water users". | <p>The Local Plans and the SA in developing relevant principles, objectives and criteria.</p> |
| <p>Water for People and the Environment: Water Resources Strategy for England and Wales (Environment Agency, 2009)</p> | <p>The Strategy vision for water resource "is for there to be enough water for people and the environment, meeting legitimate needs".</p> <p>Its aims include:</p> <ul style="list-style-type: none"> • to manage water resource and protect the water environment from climate change; • restore, protect, improve and value species and habitats that depend on water; • to contribute to sustainable development through good water management; and • to understand how water and the water | <p>The Local Plans and the SA in developing relevant principles, objectives and criteria.</p> |

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| | environment contribute to their quality of life. | |
| Safeguarding our Soils: A Strategy for England (DEFRA, 2009) | <p>The vision is “by 2030, all England’s soils will be managed sustainability and degradation threats tackled successfully. This will improve the quality of England’s soils and safeguard their ability to provide essential services for future generations”.</p> <p>The Strategy highlights the areas for priority including:</p> <ul style="list-style-type: none"> • better protection for agricultural soils; • protecting and enhancing stores of soil carbon; • building the resilience of soils to a changing climate; • preventing soil pollution; • effective soil protection during construction and development; • dealing with our legacy of contaminated land; | <p>The Local Plans should ensure that site allocations and policies will help protect and enhance the quality of soils and seek to sustainably manage their quality for future generations.</p> <p>The Local Plans and the SA in developing relevant principles, objectives and criteria.</p> |

3.3 Review of Sub-national Plans and Programmes

| Sub-national Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| Essex Gypsy and Traveller and Travelling Showpeople Accommodation Assessment – on behalf of EPOA (July 2014) | This assessment aims to provide more robust evidence on Gypsy and Traveller accommodation need at district level in terms of residential, transit and brick and mortar sites. It quantifies current and future accommodation requirements up to 2021. | Number of additional pitches required should be taken into consideration when devising housing planning policies. The Local Plans should reflect the requirement of provisions for Gypsy and Traveller communities within the local authorities alongside housing developments. |

| Sub-national Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| Looking Back, Moving Forward – Assessing the Housing Needs of Gypsies and Travellers in Essex (2006) | Assesses the accommodation needs of gypsies and travellers in Essex and provide reliable evidence base for allocating sites for Gypsy and Travellers in Local Development Documents. | Informs the county evidence base for determining housing planning policy. The Local Plans should draw upon the wider context when evaluating the need within the locality in order to fully inform accommodation provisions for Gypsy and Traveller communities within the local authorities. |
| Greater Essex Demographic Forecasts Phase 7 (2015) | This report provides the findings of Phase 7 of the demographic forecasts for Greater Essex. Its sets out scenarios for development that were tested on each of the local authority districts within the EPOA study area to enable an evaluation of alternative growth trajectories for population and households. These scenarios will provide the new evidence base to both support the preparation of Local Plans and to contribute to other planning activities within each local area. | This report provides development scenarios for the local authorities which will inform the future housing figures, planning policy and strategy. The information will be incorporated into the Local Plans to assist in providing an estimation of the required dwellings for the future. |
| Essex Transport Strategy: the Local Transport Plan for Essex, Essex County Council, June 2011 | <p>The Local Transport Plan sets out the approach for transport in Essex. It sets out aspirations for improving travel in the county, demonstrating the importance of meeting these aspirations to achieving sustainable long-term economic growth in Essex and enriching the lives of our residents.</p> <p>This third Local Transport Plan is wider in scope than previous plans, providing a framework for the effective and efficient delivery of all transport services provided by or on behalf of Essex County Council. It will inform and guide work with other organisations and local communities across Essex, ensuring that transport services are delivered in ways which effectively respond to local needs and offer good value for money to local taxpayers.</p> <p>Vision:</p> <p>A transport system that supports sustainable</p> | Informs the Local Plans and SA in developing relevant principles, objectives and criteria in a local context. |

| Sub-national Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| | <p>economic growth and helps deliver the best quality of life for the residents of Essex.</p> <p>Strategic transport priorities:</p> <ul style="list-style-type: none"> identifying an agreed and deliverable solution to address congestion at the Thames Crossing and adjacent M25 junction 30/31; lobbying Government for enhancements to the A12; lobbying Government for enhancements to the A120 to access Harwich port and between the A12 and Braintree; and lobbying Government for additional capacity on the Great Eastern Main Line and West Anglia mainline to accommodate growing commuter demand, the provision of competitive journey times for Essex Thameside services, and an enhanced local role in the rail franchise process. <p>Countywide priorities:</p> <ul style="list-style-type: none"> reducing the number of people killed or seriously injured on Essex roads; continuing to work with the Essex Casualty and Congestion Board; working with partners to promote a safe and secure travelling environment; maintaining the Essex highway network and other transport assets; keeping the transport network safe and operational; and managing the impact of planned works on the highway network. <p>Transport priorities for the Haven Gateway:</p> <ul style="list-style-type: none"> providing the transport improvements needed to accommodate housing and employment growth in a sustainable way; tackling congestion within Colchester (including the provision of Park & Ride facilities); | |

| Sub-national Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| | <ul style="list-style-type: none"> improving the availability, reliability and punctuality of local bus services; improving the attractiveness of public spaces to support regeneration, particularly within the coastal towns; improving and promoting cycle networks; and improving the availability of travel choices and awareness of them; and improving journeys for commuters travelling to London from Colchester and Braintree; particularly by improving access to railway stations and improving facilities for passengers. <p>Improving transport access to Harwich to enable low carbon expansion of the port and wind port.</p> | |
| 2011 Essex Biodiversity Action Plan | <p>The 2011 Plan replaces the first 1999 Biodiversity Action Plan for Essex setting out targets and actions at a district level, where appropriate. Groups are based on habitat types, which will include relevant species and sub-plans for more specific habitats. Habitat groups are:</p> <ul style="list-style-type: none"> Lowland Farmland Lakes and Ponds Rivers Wetlands Coastal Marine Urban and Brownfield Woodland | <p>It will be important that the Local Plans has regard to the habitats and species within the district's boundaries and supports the targets and action plans adopted. Consequently, any developments in the local authority would have measures in place to reduce impacts on local biodiversity.</p> |
| Commissioning School Places in Essex 2015-2020 | <p>In the County Council's publication "Commissioning School Places in Essex- 2014-19" schools have been placed into forecast planning groups. These are groups of schools that serve the children residing in particular geographical areas of the district. Some forecast planning groups are under significant pressure and require the provision of additional places to meet the needs of a growing</p> | <p>Provision of education should be taken into account in relation to future population growth and development within the Strategic Area. A localised focus here allows the specific age structure and required school places to be calculated</p> |



| Sub-national Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| | <p>school primary population, whilst others have some capacity to accommodate future growth.</p> <p>The Plan sets out the requirement for places in maintained primary and secondary schools until 2018, and identifies the areas where providers will need to match supply with demand. It provides the context for the future organisation of school places in Essex and sets out the principles that need to be given serious consideration when planning school places.</p> | <p>more accurately compared with being part of a wider county context.</p> |
| <p>Essex County Council Joint Municipal Waste Management Strategy 2007-2032</p> | <ul style="list-style-type: none"> • Essex Authorities will work hard to reduce the amount of waste produced in the first place and re-use more of the waste that is produced; • Essex will achieve high levels of recycling, with an aspiration to achieve collectively 60% recycling of household waste by 2020. • Essex favours composting technologies such as anaerobic digestion (AD), for source segregated organic wastes. AD is a form of biotreatment and produces a gas which can be used to generate 100% renewable electricity; • Whilst we can work on reducing the amount of waste produced and recycling as much of it as possible, there will always be some waste that still needs to be disposed of. For this we propose to introduce new treatment plants using Mechanical Biological Treatment (MBT). MBT processes any 'black bag' waste and recovers further material for recycling. Part of the remaining material can either be manufactured into a fuel for energy production or can be sent to landfill. | <p>Planning policy and allocations within the Local Plans should have regard to the aims set out in this strategy. Waste management should be included in the Local Plans to identify areas where significant improvements can be achieved to assist in the realisation of the aims set out in the Essex County Council Joint Municipal Waste Management Strategy.</p> |

| Sub-national Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| <p>Anglian River Basin Management Plan, Environment Agency, (draft 2015)</p> | <p>The Anglian River Basin Management Plan is about the pressures facing the water environment in this river basin district, and the actions that will address them. It has been prepared in consultation with a wide range of organisations and individuals and is the first of a series of six year planning cycles.</p> <ul style="list-style-type: none"> • to prevent deterioration of the status of surface waters and groundwater; • to achieve objectives and standards for protected areas; • to aim to achieve good status for all water bodies or, for heavily modified water bodies and artificial water bodies, good ecological potential and good surface water chemical status; • to reverse any significant and sustained upward trends in pollutant concentrations in groundwater; • the cessation of discharges, emissions and losses of priority hazardous substances into surface waters and • progressively reduce the pollution of groundwater and prevent or limit the entry of pollutants. | <p>The Local Plans have sufficient scope to affect the water environment through policy and development allocations. These documents raise awareness of a range of issues that can inform the Local Plans and the SA/SEA.</p> |
| <p>Essex Wildlife Trust Living Landscape plans</p> | <p>Essex Wildlife Trust has mapped 89 Living Landscape areas across Essex covering 7,250 acres of land.</p> <p>The Essex Living Landscape map aims to reconnect habitats and local people in the county, to restore habitats so that wildlife can flourish; restore the involvement of local people with their countryside so they can work for it, take pride in it and gain a better quality of life. In addition, the scheme hopes to reconnect habitats across the county, removing restrictions of travel for wildlife and increasing their chances of survival.</p> | <p>The Local Plans have sufficient scope to link habitats and people through policy and development allocations. This resource raises awareness of wildlife issues that can inform the Local Plans and the SA/SEA and can be easily factored into any prospective developments.</p> |

| Sub-national Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| Essex Wildlife Trust Living Landscape Statements | Living Landscapes are large landscape scale areas of the countryside like river valleys, estuaries, forested ridges, and grass and heath mosaics, which are ecologically stable and provide a superb range of habitats for many species of wild plants and animals. There are over 80 living landscapes areas identified and over 20 have statements which set out the areas vision and objectives for protecting and improving the wildlife and area as a whole. | Local Plans policy should have regard to these living landscapes. New developments arising from the Local Plans should have a limited, if any, impact on the natural landscape and decrease negative effects of the constructions on Living landscapes within the local authorities. |
| Respecting our Past, Embracing our Future: A Strategy for Rural Essex (2016) | <p>This report aims to achieve:</p> <ol style="list-style-type: none"> 1. Prosperity. To build a dynamic and sustainable rural economy, where businesses and communities are mutually supportive, and where all the assets and benefits of rural Essex are actively promoted to encourage investment. 2. Well-being. To enable everyone in Essex to enjoy our rich and diverse environment, and support rural residents to live well and access health services when they need them. 3. Connection. To support the development of rural broadband and rural transport, while championing rural networks and facilities. 4. Innovation. To promote new approaches to service access and delivery for rural communities, with a focus on mobilising community assets. | The Local Plans should take account of these aims when developing policies and selecting sites in order to contribute towards the four aims set out in the document. Informs the Local Plans and the SA regarding objectives within the Strategic Area. |
| ECC Parking Standards: Design and Good Practice (September 2009) | <p>Establishes guidance on parking provision for new development and provides parking standards. The purpose of this document is to:</p> <ul style="list-style-type: none"> Assist the Local Planning Authorities in determining appropriate standards for their areas Advise members of the public in a readily comprehensible manner Assist intending developers in preparing plans for the development of land | New developments resulting from the Local Plans will give consideration to parking provisions and standards in order to appropriately serve the development with vehicle accessibility. |

| Sub-national Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| | <ul style="list-style-type: none"> Expedite the determination of planning applications. | |
| The Essex Local Area Agreement – ‘Health and Opportunity for the People of Essex’ 2008 – 2011 (2010 Refresh) | This document sets out agreed performance targets for the most important issues over the next three years, including education, health and access to services and facilities. Outcomes, focuses and ways in which targets can be achieved are set out for each priority. | The Essex-wide priorities held within this document will inform the Local Plan and the SA/SEA, addressing the key issues across the county allowing for the set targets to be met. |
| ECC Development Management Policies (February 2011) | <p>Sets out transport development management policies for Essex which reflect the balance between the need for new housing and employment opportunities, the regeneration and growth agenda, and protecting the transport network for the safe movement of people and goods.</p> <p>Aims are:</p> <ul style="list-style-type: none"> Protect and maintain a reliable and safe highway infrastructure. Improve access to services in both rural and urban locations. Offer where possible alternative travel options to the private car. Support and enhance public transport provision. Address the impact of commercial vehicles on the highway network and communities. Support the aims and objectives of the County Council as the Highway Authority. | The Local Plans should align with these principles in order to promote efficient transport infrastructure and services as part of the county wide policy. New developments resulting from the Local Plans need to consider transport provisions to support new housing and employment constructions. |
| The Essex Strategy 2008 – 2018 | <p>This document represents the latest update of the monitored outcomes of Indicators relevant to the Local Area Agreement. The strategy focuses on four broad aims:</p> <ul style="list-style-type: none"> Safety and health Supportive communities Education, work and leisure Protection and enhancement of natural | The document provides the most up to date statistics for a number of Indicators. Policies and allocations within the Local Plans should be influenced by the aims contained within the strategy, particularly those where the data demonstrates |

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| | resources for prosperity | that the Local Authority is not meeting monitoring targets. |
| Sustainable Drainage Systems Design and Adoption Guide 2012 | Develop a Design Guide demonstrating how new developments can accommodate SuDS, the standards expected of any new SuDS scheme to be suitable for approval and adoption, provide an overview of the geology and biodiversity of the county and advice on how SuDS will be maintained and how they should be ensured to be maintainable. | Utilised by the Local Plans to ensure a transparent and consistent level of service when ECC is responding to planning enquires, a Sustainable Drainage Design and Adoption Guide has been produced, working in partnership with other partner local authorities and establishing an officer working group. |
| Essex Minerals Local Plan 2014 | <p>The aims of the Minerals Local Plan are to provide a sustainable planning framework allowing for the supply of basic raw materials at least cost to the environment of Essex, provide policies and proposals for non-land won supply and ensure extraction is matched by a high standard of restoration/site clearance.</p> <p>The relevant objectives are taken from national minerals guidance on sustainable development for minerals planning and are as follows:</p> <ul style="list-style-type: none"> • conserve minerals as far as possible whilst ensuring an adequate supply to meet needs; • ensure the environment impacts caused by minerals operations and transport are kept to an acceptable minimum; • minimise the production of waste and encourage efficient use of materials including appropriate use of high quality materials and recycling of waste; • encourage sensitive working, restoration and aftercare to preserve or enhance the overall quality of the environment; and • protect areas of designated landscape or nature conservation value from | The Essex Minerals Local Plan provides information regarding site allocations that should be considered in the selection and appraisal of options. |

| Sub-national Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| | <p>development.</p> <p>The MLP includes policies that protect operating mineral sites and facilities, newly allocated mineral extraction sites and potentially workable but unallocated mineral deposits from sterilisation as a result of other development proposals.</p> <p>ECC is preparing a Guidance Note regarding the implementation of Policy S8 - Safeguarding mineral resources and mineral reserves. The purpose of the guidance will be to:</p> <ul style="list-style-type: none"> • assist the Mineral Planning Authority (MPA) and LPA in implementing the policies of the adopted Mineral Local Plan (MLP) and National Planning Policy Framework (NPPF) which concern mineral safeguarding. This is particularly relevant for LPAs when assessing future potential for development as part of the Local Plan making process; • to create a shared understanding of the issues and information available to avoid a duplication of tasks between authorities; • to ensure that a direct link is maintained between a Neighbourhood Plan and the NPPF, incorporating both the relevant Local Plan and the Minerals Local Plan, in recognition that they are all form part of the Development Plan. | |
| Essex and Southend Replacement Waste Local Plan, Essex County Council, (submitted June 2016) | <p>The Replacement Waste Local Plan provides the strategy and policies for waste planning in Essex and Southend until at least 2031, plus allocations of sites for development and a Policies (previously Proposals) Map. The Plan includes:</p> <ul style="list-style-type: none"> • the Waste Core Strategy, setting out the long term direction for waste development and the plan to deliver this strategy; • development Management Policies for waste planning particularly when considering applications; | The Essex Waste Local Plan provides information regarding site allocations that should be considered in the selection and appraisal of options. |

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| | <ul style="list-style-type: none"> • Strategic Site Allocations for waste-related development; • Non-Strategic Site Allocations for other preferred sites for waste processing plus any associated safeguarding; • the Policies (previously Proposals) Map. <p>Existing waste management facilities deemed to be strategic have been safeguarded, and a small number of additional facilities have been allocated to meet identified capacity needs. The Preferred Approach does not propose to take any site allocations for landfill forward within the Waste Development Document at this stage. This is because the evidence base signals that there is a substantial shift away from the need for additional landfill capacity, with waste being diverted away from landfill to the network of existing and permitted waste management facilities. This is due to a mixture of reduced amounts of waste arisings, re-assessment of existing capacity within the Plan Area and the diversion of waste away from landfills to the network of existing and permitted waste management facilities.</p> | |
| <p>Haven Gateway Programme of Development: A Framework for Growth 2008 - 2017, Haven Gateway Partnership, 2007</p> | <p>This joined up framework is a project management tool to guide the local delivery of an increased supply of housing and economic development, is a means of articulating key infrastructure needs to support this growth and forms a basis for bidding for growth funding from government. The objectives of this document should be considered within the Local Plans. These are:</p> <ul style="list-style-type: none"> • to promote the development of the Haven Gateway as a New Growth Point; • to demonstrate how port expansion and other employment growth can be integrated with housing growth within the unique estuarine setting of the Gateway; • to facilitate the delivery of housing and employment growth and infrastructure investment proposed in the EEP and the | <p>Informs the Local Plans and the SA of relevant issues in the Strategic Area</p> |

| Sub-national Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| | <p>Regional Economic Strategy;</p> <ul style="list-style-type: none"> to establish a basis for support from central government and other agencies and a mechanism for prioritising bids for investment within the Haven Gateway New Growth Point. <p>To establish a basis for support from central government and other agencies and a mechanism for prioritising bids for investment within the Haven Gateway New Growth Point.</p> | |
| Haven Gateway Integrated Development Programme, Haven Gateway Partnership, December 2008 | This document provides a single delivery plan for capital-led investment which will allow for appropriately phased development in the period to 2021 and, indicatively, beyond. | Informs the Local Plans and SA of relevant issues in the Strategic Area. |
| South East LEP Investment and Funding (March/April 2014) | The South East Local Enterprise Partnership (LEP) is the business-led, public/private body established to drive economic growth across East Sussex, Essex, Kent, Medway, Southend and Thurrock. Local Enterprise Partnership's "provide the clear vision and strategic leadership to drive sustainable private sector-led growth and job creation in their area." They decide what the priorities should be for investment in roads, buildings, and facilities in the area as part of an integrated approach to growth and infrastructure delivery. LEPs represent a major step forward in fostering a strong environment for business growth. | It is a test of legal compliance that Local Plans have regard to the Local Economic Partnership. This paper also informs the Local Plans and SA of relevant issues in the Strategic Area. |
| Anglian Water Business Plan (2015-2020) (2012) | This document sets out Anglian Water's business plan for the next five years. The plan explains that customers expect a safe, clean water supply and a reliable wastewater service; fair and affordable bills; reduced leakage; and security of future water supplies to meet the challenge of population growth and changing, more extreme weather patterns. Over the plan period Anglian Water will spend a total of £4,647m to look after | Informs the Local Plans and SA of relevant issues in the Strategic Area. |

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| | customers' water supply, protect the environment and prepare the region for future challenges such as population growth and climate change. This is achieved while holding increases in the average household bills to 1.8% p.a. below inflation. | |
| Draft Water Resource Management Plan (2015-2040) (2014) | <p>This plan shows how Anglian Water are going to maintain the balance between supply and demand over the next 25 years, as well as deal with the longer term challenge of population increase, climate change and growing environmental needs. Over the next 25 years, Anglian Water's supply-demand balance is at risk from growth, climate change and the reductions in deployable output that they will make to restore abstraction to sustainable levels. In the worst case, the impact could approach 567 MI/d, equivalent to approximately 50% of the water we put into supply in 2012/13. We also have to manage risks from drought, deteriorating raw water quality and the impact of cold, dry weather on our distribution system and customer supply pipes.</p> <p>The plan forecasts that under dry year annual average conditions and without investment to maintain the supply-demand balance, Colchester will be in deficit by 2039-40. Six feasible option to maintain Colchester's supply-demand balance have been developed as follows:</p> <p>SE1 is to treat effluent from Colchester Water Recycling Centre to an extremely high (near potable) standard and discharge to the River Colne to supplement river flows and permit increased abstraction. A new pipeline and pumping station would be required to convey the water to the water treatment works, which would require additional treatment capacity.</p> <p>SE2 transfer of 12MI/d of water from Ipswich in the East Suffolk RZ to Colchester via a new 22km long pipeline.</p> <p>SE4 Amendment to Ardleigh agreement, which is</p> | Informs the Local Plans and SA of relevant issues in the Strategic Area |

| Sub-national Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| | <p>shared with Affinity Water.</p> <p>SE6 utilise an existing licenced borehole in the Colchester area. New treatment facilities would be required.</p> <p>SE7 An extension to an existing reservoir utilising disused mineral abstraction pits to provide additional storage. Additional treatment capacity and transfer pipelines would also be required.</p> <p>SE8 East Suffolk WRZ transfer (2Ml/d) – This option is similar to option SE2 but requires a smaller pipeline.</p> | |
| Combined Essex Catchment Abstraction Management Plan (2013) | <p>Objectives:</p> <ul style="list-style-type: none"> • A site appraisal is required for all sites. • Any residential development larger than 500 dwellings must provide an element of mixed use development. • Sustainability issues must be addressed. • The layout and structure of development must be legible and permeable. • In densities over 20 dph there is a need for continuity of built frontages. • Schemes must be designed with crime prevention in mind. • Access for the disabled must be provided in certain situations. • Car free development should be promoted. | Informs the Local Plans and SA of relevant issues in the Strategic Area. |
| Haven Gateway Water Cycle Study: Stage 1 and 2 Reports (2008) | <p>Objectives:</p> <ul style="list-style-type: none"> • Ensure that adequate water supply and waste water infrastructure is in place to support housing and employment growth planned for HGSR to 2021 in the emerging East of England Plan and the HG Programme of Development Framework for Growth; • any additional infrastructure is provided in accordance with a strategic rather than a | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |

| Sub-national Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| | <p>piecemeal approach;</p> <ul style="list-style-type: none"> there is a strategic approach to the management and use of water; the environment has sufficient capacity to receive increased waste water discharges; the potential for grey water reuse and implementation of Sustainable Drainage Systems (SuDS) is fully realised. | |
| <p>South East LEP Growth Deal and Strategic Economic Plan (2004)</p> | <p>This plan outlines the LEPs ambition to spearhead with Government a massive £10 billion investment programme into East Sussex, Essex, Kent, Medway, Southend and Thurrock over the next 6 years to generate 200,000 private sector jobs and finance 100,000 new homes.</p> <p>By 2021, the aim is to:</p> <ul style="list-style-type: none"> generate 200,000 private sector jobs, an average of 20,000 a year or an increase of 11.4% since 2011; complete 100,000 new homes, increasing the annual rate of completions by over 50% compared to recent years; and lever investment totalling £10 billion, to accelerate growth, jobs and homebuilding. | <p>Informs the Local Plans and the SA of relevant issues in the Strategic Area</p> |
| <p>The Essex County Council Developers' Guide to Infrastructure Contributions (Revised Edition 2016)</p> | <p>This document is the third edition of the Essex County Council Developers' Guide to Infrastructure Contributions, which replaces the edition of February 2010 (DS092154). As with previous editions, it details the scope and range of contributions towards infrastructure which Essex County Council may seek from developers and land owners in order to make development acceptable in planning terms.</p> | <p>The Local Plans should consider the implications of this guide regarding infrastructure requirements and stimulation.</p> |
| <p>Vision for Essex 2013-2017: Where Innovation Brings Prosperity (2013)</p> | <p>Vision: We want Essex to be a county where innovation brings prosperity. The challenges ahead strengthens our resolve to:</p> <ul style="list-style-type: none"> increase educational achievement and | <p>Informs the Local Plans and the SA of relevant issues in the Strategic Area.</p> |

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

| Sub-national Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| | <p>urbanisation in and around Colchester town;</p> <ul style="list-style-type: none"> • identify, define and prioritise Critical Drainage Areas, including further definition of existing local flood risk zones and mapping new areas of potential flood risk; • make recommendations for holistic and integrated management of surface water management which improve emergency and land use planning, and support better flood risk and drainage infrastructure investments; • establish and consolidate partnerships between key stakeholders to facilitate a collaborative culture, promoting openness and sharing of data, skills, resource and learning, and encouraging improved coordination and collaborative working; • engage with stakeholders to raise awareness of surface water flooding, identify flood risks and assets, and agree mitigation measures and actions; and • deliver outputs to enable practical improvements or change where partners and stakeholders take ownership of their flood risk and commit to delivering and maintaining the recommended measures and actions. | |
| <p>A12/ A120 Route based strategy, Highway Agency, March 2013</p> | <p>In order to reduce the number of incidents and improve journey reliability, the strategy has identified the following key areas in the short term to improve:</p> <ul style="list-style-type: none"> • improved management of the route; • improved technology along the route; • improvements to lay-by and road user facilities; • collision reduction and incident management maintenance; • junction improvements; and | <p>The Local Plans should consider the impact of the A12/ A120 Route based strategy. Informs the Local Plans and the SA of relevant issues in the Strategic Area.</p> |

| Sub-national Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| | <ul style="list-style-type: none"> development of an investment strategy for the route. <p>Longer term priorities:</p> <ul style="list-style-type: none"> develop and deliver a junction optimisation Strategy; direct accesses to the route; modal shifts; improvements to local roads; and investigate a major upgrade to the A120 between Braintree and Marks Tey. | |
| Highways Development Management Policies, Essex County Council, February 2011 | <p>Aims:</p> <ul style="list-style-type: none"> Protect and maintain a reliable and safe highway infrastructure; improve access to services in both rural and urban locations; offer where possible alternative travel options to the private car; support and enhance public transport provision; address the impact of commercial vehicles on the highway network and communities; and support the aims and objectives of the County Council as the Highway Authority. | The Local Plans should consider the impact of the Essex Highways Development Management Policies. Policies within the Plans should be in line with the Development Management policies for Essex. |
| Economic Plan for Essex (2014) | <p>This plan sets out the County Council's commitment to do more, with support from HM Government, to stimulate economic growth in three important ways:</p> <ul style="list-style-type: none"> ECC will invest more on our own account, and encourage private investment in worthwhile projects that will deliver economic growth. Their ambition is to deliver £1bn of investment between now and 2021; with this investment, and by working together, public and private partners will help to deliver a major series of enabling | This Plan informs the Local Plans and the SA on the detail of partners' proposals to improve skills across the Essex workforce; deliver growth-enabling infrastructure in Essex's key growth corridors (Growth locations); and enhance support for enterprise and innovation and key growth sectors within Essex (Productivity). It is a highly relevant Plan in context of |

| Sub-national Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| | <p>projects described in the plan that ECC have identified as key to our future economic prosperity; and</p> <ul style="list-style-type: none"> introduce a new and more proactive approach to economic development. ECC will not simply deliver these projects and hope for the expected investment to follow, but will actively market our investment opportunities, encouraging new businesses and investors and seeking out development partners where appropriate. | <p>shared goals between the Plan and the Colchester, Braintree and Tendring Local Plans.</p> |
| <p>Essex Design Guide, Essex Planning Officers Association, 2005</p> | <p>Objectives:</p> <ul style="list-style-type: none"> A site appraisal is required for all sites; any residential development larger than 500 dwellings must provide an element of mixed use development; sustainability issues must be addressed; the layout and structure of development must be legible and permeable; in densities over 20 dph there is a need for continuity of built frontages. - Schemes must be designed with crime prevention in mind; access for the disabled must be provided in certain situations; and car free development should be promoted. | <p>Informs the SA of relevant broad design issues in the Strategic Area.</p> |
| <p>North Essex Catchment Flood Management Plan, Environment Agency, 2009</p> | <p>The Water Framework Directive's main objectives are to protect and enhance the water environment and ensure the sustainable use of water resources for economic and social development.</p> | <p>The Local Plans should consider the impact of the North Essex Catchment Flood Management Plan. Informs the Local Plans and the SA of relevant issues in the Strategic Area.</p> |
| <p>Essex and South Suffolk Shoreline Management Plan (second phase),</p> | <p>A Shoreline Management Plan is a high-level policy document that aims to identify the most appropriate ways to manage flood and erosion risk to people and the developed, historic and natural</p> | <p>The Local Plans should consider the impact of the Essex and South Suffolk Shoreline Management Plan.</p> |

| Sub-national Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| Environment Agency, 2011 | <p>environment over the next 100 years up to 2105.</p> <p>Key aims:</p> <ul style="list-style-type: none"> set out the risks from flooding and erosion to people and the developed, historic and natural environment; identify a management policy for the shoreline that achieves the best possible and achievable balance of all the different interests around the shoreline, over the next 100 years, and meet international and national nature conservation obligations. | <p>Informs the Local Plans and the SA of relevant issues in the Strategic Area.</p> |
| Dedham Vale AONB and Stour Valley Management Plan 2010 – 2015, Dedham Vale AONB & Stour Valley Project | <p>It is the aim of this plan that by 2025 the Dedham Vale AONB and Stour Valley is recognised as a distinctive working landscape, (one that maintains a viable agricultural production as its core function), and retains its special character. This character should be understood and appreciated by those that choose to live in, work and visit the area.</p> | <p>The Local Plans should consider the impact of the Dedham Vale AONB and Stour Valley Management Plan. This is particularly relevant due to the discussions regarding the expansion of the AONB into Braintree.</p> |

5.3 Review of Local Plans and Programmes

| Local Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| <p>Braintree District Council, Chelmsford City Council, Colchester Borough Council, Tendring District Council, Objectively Assessed Housing Need Study - Peter Brett Associates (July 2015 and updated 2016)</p> | <p>This study provides an objective assessment of housing need ('OAN') for the housing market area comprising Braintree, Chelmsford, Colchester and Tendring, over the plan period 2013-37. It updates the OAN study produced by Peter Brett Associates (PBA)</p> <p>The objectively assessed housing need is:</p> <ul style="list-style-type: none"> Braintree 716 dpa Chelmsford 805 dpa Colchester 920 dpa Tendring 550 dpa | <p>This report provides the quantitative data for the volume of housing required in the Strategic Area. Allocations in the Local Plans and the North Essex Garden Communities must plan for this quantum of housing to meet need within the Strategic Area.</p> |

| Local Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| | <ul style="list-style-type: none"> Total 2,991 | |
| <p>North Essex Concept Feasibility Study (AECOM) - July 2016</p> | <p>The four councils cooperating on the Section One for Local Plans are in agreement that the Town and Country Planning Association's (TCPA) Garden City Principles provide a valuable initial framework for achieving new settlements that are inclusive and provide genuinely affordable, well designed homes, local jobs and schools, integrated transport systems, high standards of green infrastructure and promotion of health within and beyond the emerging local plan period for each authority of 2032/2033.</p> <p>As part of the investigation into this Garden Communities opportunity and its application and suitability to North Essex, the Councils commissioned AECOM to undertake a 'Garden Communities Concept Feasibility Study'. The outcome of this study is presented in four volumes:</p> <ol style="list-style-type: none"> 1. Baseline Compendium 2. Opportunities and Constraints 3. Options and Evaluation 4. Garden Communities Charter | <p>Informs the Local Plans and SA regarding the suitability of Garden Communities within the Strategic Area. It presents information and analysis regarding potential development options within the Local Plan areas.</p> |
| <p>Colchester Metro Town Evaluation of Alternatives (AECOM) – April 2017</p> | <p>This report assesses Colchester Metro Town, which is an alternative approach to a single site new Garden Community suggested by CAUSE (Campaign Against Urban Sprawl in Essex). It is based on the principle of using the Colchester Clacton electrified railway corridor to create a sustainable and integrated chain of settlements.</p> <p>This assessment has determined that, based on a 10 minute walknet using existing networks as the principal structuring infrastructure from which new development would be planned, there is a potential for a cumulative 2,277 dwellings based on a density of 35 dwellings per hectare (dph) across the four settlements. However, developing at such a density, although still only modest, would</p> | <p>This report is particularly relevant to the Section One Local Plan and provides analysis of the sustainability of the Colchester Metro alternative garden community raised by CAUSE. It assists in the selection of allocations in Local Plans and is assessed within the SA.</p> |

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| | <p>significantly alter the existing character of each village, in which a more conservative density of 16dph (as identified in most of the Call for Sites) would produce 1,318 dwellings.</p> <p>At a cumulative yield of only 2,277 dwellings across the four locations, Metro Town does not provide a comparable level of housing to the Garden Community options currently being considered by the North Essex councils (i.e. West of Braintree, Marks Tey and West of Tendring/East Colchester). In addition because the development is spread across four villages and across multiple sites and potential landholdings, deliverability maybe more protracted.</p> | |
| <p>Monks Wood, Braintree Evaluation of Alternatives (AECOM) – April 2017</p> | <p>Since the submission of the Garden Communities Concept Feasibility Study, promoters of an additional site (herein referred to as ‘Monks Wood’) have provided background evidence for consideration. As a consequence this report provided baseline analysis to the same level of detail as that considered for other search areas and concludes with headline considerations on development capacity, infrastructure requirement and overall assessment.</p> | <p>This report is particularly relevant to the Section One Local Plan and provides analysis of the sustainability of the Monks Wood alternative garden community raised by CAUSE. It assists in the selection of allocations in Local Plans and is assessed within the SA.</p> |
| <p>HRA Screening Report for North Essex Authorities Strategic Part 1 for Local Plans (LUC) - December 2016</p> | <p>The purpose of this HRA Screening is to determine whether Part 1 is likely to result in significant effects to any European site, either alone or in-combination with other plans and projects. If likely significant effects cannot be ruled out, recommendations will be made on how these may be avoided or mitigated as the plan making process progresses.</p> <p>The HRA Screening of the Part 1 has identified several impacts to European Sites which were predicted, or could not be ruled out, and therefore require further consideration at the Appropriate Assessment stage to determine whether they will result in adverse effects on site integrity, and identification of mitigation measures which would ensure adverse effects on integrity are avoided and</p> | <p>The recommendations made in this report should be incorporated in the Local Plans in order to mitigate negative impacts where possible on European designated sites in the Strategic Area. Informs the SA of relevant issues in the Strategic Area.</p> |

| Local Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
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| | <p>enable adoption of the Plan. The Likely Significant Impacts identified are summarised below:</p> <ul style="list-style-type: none"> • Essex Estuaries SAC – Water quantity/quality and impacts of recreation. • Hamford Water SPA and Ramsar site – Loss of offsite habitat and impacts of recreation • Stour and Orwell Estuaries SPA and Ramsar site - Water quantity/quality, loss of offsite habitat, and impacts of recreation. • Colne Estuary SPA and Ramsar site - Water quantity/quality, loss of offsite habitat, and impacts of recreation. • Abberton Reservoir SPA and Ramsar site - Loss of offsite habitat. • Blackwater Estuary SPA and Ramsar site - Loss of offsite habitat, and impacts of recreation. | |
| <p>Braintree Local Plan Preferred Option Assessment Highways/Transport Planning -March 2017</p> | <p>Braintree District Council (BDC) asked Essex County Council (ECC) for traffic modelling support in relation to the development of their Local Plan proposals. The brief was specifically to explore and sift various development scenarios based on their estimated vehicle trip generation and impact on the road network as input to the development of a preferred development scenario.</p> <p>It was found that three scenarios (3, 8 & 11) had a lower impact on the local junctions and one of these, Scenario 8 also had a relatively low impact on the strategic network.</p> | <p>The Section One and Section Two of the Local Plans, particularly Braintree's, should have regard for the findings of this report and the impact of it on development within the Strategic Area. Informs the SA on issues within the Plan areas.</p> |
| <p>Colchester Borough Council, Braintree District Council, Tendring District Council and Essex County Council North Essex Garden Communities</p> | <p>This demographics study builds on the work carried out by AECOM, David Lock Associates and Cambridge Econometrics to determine the likely demographic profile of each Garden Community to inform future service provision planning, and to develop quantified scenarios for future employment growth.</p> <p>This document sets out both our approach to the</p> | <p>The report provides a detailed analysis of the most likely population size and mix resulting from the garden communities allocated in the Section One of Local Plans. This information should be incorporated into the Local</p> |

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| Employment & Demographic Studies – February 2017 | <p>technical aspects of this study and the findings that have been generated.</p> <p>Under the ‘most likely’ demographic scenario for each settlement (2,500 dwellings by the end of the plan period (2033), with construction continuing at similar annual rates thereafter until completion of each settlement; and assumptions for in- and out-migration based on those for similar new settlements), population is estimated to peak at: just over 32,000 inhabitants by 2056 in ‘West of Braintree’; just over 43,000 by 2071 in Colchester Braintree Borders, and; just over 20,000 by 2051 in Tendring Colchester Borders.</p> | Plans to inform decision making for both policies and site allocations. Informs the SA of relevant issues in the Strategic Area. |
| North Essex Garden Communities Movement and Access Study – March 2017 | <p>The Key Objectives of the Study are as follows:</p> <p>Review and understand high level performance (congestion and service provision) of existing transport network (highways, bus, rail, cycling) in vicinity of the proposed Garden Communities and emerging issues from current local plan work</p> <p>Review constructively the high level transport proposals in AECOM (June 2016): North Essex Garden Communities – Feasibility Study associated with the following sites and emerging work from the Concept Framework Consultants, AECOM, David Lock Associates and Peter Bretts Associates:</p> <ul style="list-style-type: none"> • West Tendring / Colchester Borders (mainly Tendring DC) – up to 11400 homes by 2047. • West Tey / Braintree Borders (mainly Colchester BC) – up to 27800 homes by 2047. • West Braintree / Uttlesford Borders (mainly Braintree DC) – up to 13000 homes by 2047. <p>Carry out an evidence based review of AM peak (0800-0900) trip rates, internalisation of trips and mode shares and comment on the infrastructure and behavioural measures required to support</p> | This report contributes to the evidence base of the Local Plans and garden communities work and assists in decision making. Informs the SA of relevant issues within the Strategic Area. |

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| | <p>these assumptions.</p> <p>Review at a high level likely destinations of AM peak trips, external to/from the Garden Communities with cognisance of existing sub-regional travel patterns (including use of A12, A120 and A131) and local plan allocations.</p> <p>Provide a high level review of the key corridors of movement to link the Garden Communities with the surrounding network.</p> <p>Investigate what PT measures to/from the garden communities and principal trip attractors will be required to accommodate 30% of all trips (50% of external trips) by public transport.</p> <p>Carry out a high level review of access arrangements and which junctions and links should be improved and which junctions and links can be improved as a consequence of the Garden Communities.</p> <p>Provide a summary of the phasing of mitigation measures over the plan period.</p> <p>Provide high level indicative costing of schemes identified.</p> <p>Provide a high level summary report to tie in with Local Plan timescales.</p> | |
| Colchester Infrastructure Delivery Plan Report - March 2017 | <p>The IDP is a supporting document for the emerging Local Plan. The IDP covers the plan period up until 2033 although its content will be annually monitored and periodically reviewed. The document will also form an important part of the evidence base for any CIL Charging Schedule that the Council may publish.</p> <p>The document includes details of the infrastructure identified by the Council and other service providers as being needed to support the delivery of the emerging Local Plan. It explains the approach the Council has taken to identifying this infrastructure, how it will be delivered, and an assessment of the potential risks associated with</p> | <p>Regard should be given for this report in the Local Plans to inform decision making with infrastructure in mind. Informs the Local Plans and the SA of relevant issues in the Strategic Area.</p> |

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| | doing so. | |
| Retail and Town Centre Uses Study Colchester Borough Council: Retail Update 2013, Nathaniel Litchfield Partners on behalf of Colchester | <p>Recommended phasing of food store development in Colchester urban area is as follows:</p> <ul style="list-style-type: none"> • up to 2016 – implementation of commitments plus one further large food store; • 2016 to 2021 – implementation of one further large food store; • 2021 to 2026 – implementation of one further large food store. <p>The recommended phasing of comparison goods retail development in Colchester urban area is:</p> <ul style="list-style-type: none"> • up to 2016 – implementation of commitments/town centre proposals and the reoccupation of vacant units; • 2016 to 2021 – implementation of up to 13,000 sq m gross of comparison retail floorspace; • 2021 to 2026 – implementation of up to a further 19,000 sq m gross comparison retail floorspace. | The Local Plans should consider the impact of the Retail and Town Centre Uses Study. Informs the Local Plans and the SA of relevant issues in the Strategic Area. |
| Landscape Character Assessment (Chris Blandford Associates, September 2006) | <p>This document is a study of Landscape Character Areas and types. The study includes all the rural area up to and including the urban edge and, where they exist, river valleys and other green corridors extending into urban areas. The key objectives are:</p> <ul style="list-style-type: none"> • Provide a baseline inventory and description of landscape character by Type and Area at a scale of 1:25,000; • Identify key issues, sensitivities to change and management strategy objectives/guidelines for each Character Area; • Ensure that Landscape Character Areas and Types join up seamlessly across administrative boundaries, including with existing character assessment studies | The assessments provide a baseline data set to evaluate any proposed sites for development within the Strategic Area. The Local Plans should consult with the character assessments of the rural areas to inform the decision making process of selecting a development site. The assessments will deliver information on the vulnerability and susceptibility of a site to environmental damage and allow developments to be constructed in the most preferable location. |

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| | <p>carried out by neighbouring authorities outside of the Study Area; and</p> <ul style="list-style-type: none"> To liaise with and understand the issues and concerns of the key stakeholder organisations in relation to the landscape characterisation process. | |
| Colchester Coastal Protection Belt Review (Chris Blandford's Associates 2016) | This document is a review of the Coastal Protection Belt to inform the development of the emerging CBC Local Plan. | The document provides evidence on the landscape implications of various associated waterbodies which need to be considered in the appraisal of sites to determine their suitability for allocation; without which could see inappropriate development in such areas. |
| CBC Strategic Housing Market Assessment (SHMA) (2014) | <p>Balancing the Housing Market</p> <ul style="list-style-type: none"> Ensure that future new development provides a mix of housing types and sizes to meet the needs of all households. Focus new delivery in market housing to address the impact of future demographic and household formation change, meeting the continuing need for small units, mainly 1 bedroom, to improve the quality of the housing offer. Develop policies for market housing so that new stock meets local demand not addressed by existing stock turnover to provide a more balanced housing stock. Delivery strategy should be closely linked to meeting the growth in older people and enabling a better flow of the existing stock. <p>Overall Housing Targets</p> <ul style="list-style-type: none"> The population projection analysis carried out by Edge Analytics suggests that the dwellings projection figure for Colchester is 1,244 per annum over the Plan period. | The CBC SHMA provides an evidence base to identify local housing need within the borough. The Local Plans must utilise this evidence when allocating sites for development to ensure that local needs are met. Informs the SA on objectives within the Strategic Area. |

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| | <ul style="list-style-type: none"> The SHMA stock flow analysis suggests a range of 1,225 to 1,065 dwellings per annum over 5 year and 20 year periods respectively. <p>Market Housing Targets</p> <ul style="list-style-type: none"> The 2013 housing needs survey identified a shortfall of 721 market units per annum, based on market demand and supply data. Further details can be found in section 11.6. <p>Affordable Housing Targets</p> <ul style="list-style-type: none"> The 2013 Affordable Housing Assessment Model identified a shortfall of 344 units a year. The CIL Viability assessment suggests that the CIL impact may reduce the affordable target from 35% to 20%. <p>Affordable Tenure Mix Targets</p> <ul style="list-style-type: none"> The overall affordable tenure target balance set at 80% for social rent (including affordable rents) and 20% intermediate housing supports the level of demand for intermediate housing. The Housing Need and Demand Assessment data will remain valid until 2018 at which stage it will need to be fully updated as required in Practice Guidance. The assessment should be monitored and updated annually. <p>Property Size Targets</p> <ul style="list-style-type: none"> Consider social rented housing property size targets of 80% for small units (45% - 1 bedroom and 35% two bedrooms) to meet the needs of single, couple and small family households. 20% of social rented units should be three and four bedroom houses to address the needs of larger families. Intermediate market housing should be 60% one bedroom and 40% three bedroom units. | |

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| | <ul style="list-style-type: none"> Developers are expected to bring forward proposals which reflect demand in order to sustain mixed communities. It would be reasonable to consider providing policy guidance for future delivery in the market sector of 60% one and two bedroom properties to meet the needs of single, couple and small family households. 40% of market units should be three and four bedroom houses to address the needs of larger families and to provide a balanced market sector stock. <p>Housing Strategy</p> <ul style="list-style-type: none"> Meeting the affordable accommodation requirements of families and those with priority needs should be as important as the larger scale numerical need for smaller units for single and couple households. To address the under-occupation of around 800 social housing units across the Borough, continue to develop housing strategies to make best use of the existing stock by providing positive incentives to improve the turnover of houses to address the needs of over-crowded and waiting list families. New social sector delivery should be closely linked to the needs of older tenants and in resolving the under-occupation of family sized properties. <p>Older Persons' Housing Needs</p> <ul style="list-style-type: none"> There is an inextricable link between ageing and frailty and the forecast rise in the retired population means that the housing and support needs of older and disabled households is important to consider at a strategic level. In line with the strategic priorities already established, resources should focus on the provision of home-based support services and adaptations for older people living at | |

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| | <p>home in both social rented, private rented and owner occupied housing.</p> <ul style="list-style-type: none"> Although a high proportion of older people may have their own resources to meet their accommodation and care needs some may need financial support to enable them to access housing support services. | |
| <p>Creative Colchester: Developing the Vision, Tom Fleming Creative Consultancy on behalf of Colchester Borough Council, 2012</p> | <p>In five years Colchester will:</p> <ul style="list-style-type: none"> Continue to have a strong, resilient cultural infrastructure based on a set of core cultural and heritage institutions; be recognised locally and more widely as a town where culture is valued and appreciated for the range of benefits it brings to everyone; place culture at the heart of helping to tackle the core social and economic challenges faced by the borough; continually grow the market for culture through a strategic approach to engaging new and existing audiences through new technology and new types of engagement; have cultural activity happening in every community, with a special focus on those areas with the greatest needs; be a destination town, attracting visitors to its strong and connected leisure, shopping and cultural programme; be a great place to develop a creative career or business, with schools, further and higher education, cultural organisations and private businesses working together in the development of progression routes and programmes of support; and have a vibrant, buzzy cultural quarter feeding off and into the success of firstsite. | <p>Informs the Local Plans and the SA of relevant issues in the Strategic Area.</p> |



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| <p>Safer Colchester Partnership Annual Partnership Plan 2013-14, Colchester Borough Council</p> | <p>Objectives:</p> <ul style="list-style-type: none"> • Support the work of the Women's Safety Worker within the Integrated Domestic Abuse Programme; • raise awareness and support victims of Domestic Abuse; • increase awareness of Domestic Abuse reporting mechanisms amongst those living in CBH homes; • reduce adult re-offending rates by working more effectively in partnership; • reduce crime & offending caused by alcohol misuse. Reduce all crime in Colchester; and • local residents in the Borough have the opportunity to report concerns to their. <p>Neighbourhood Action Panels.</p> <ul style="list-style-type: none"> • Engage local residents & agencies in 3 Community Days of Action and Safer Colchester projects; • delivery of 'Night of Action' in the Town Centre; and • engage with Young People on issues of community safety. | <p>The Local Plans should consider the aims and objectives of the Safer Colchester Partnership Annual Partnership Plan. Informs the Local Plans and the SA of relevant issues in the Strategic Area.</p> |
| <p>CBC Townscape Character Assessment, Chris Blandford Associates on behalf of Colchester Borough Council, June 2006</p> | <p>The key objectives of the Study are to:</p> <ul style="list-style-type: none"> • Provide a factual description of the location of each settlement, its regional context and its population; • analyse the historical development of each settlement and identify surviving landscape features; • undertake a visual analysis of each settlement according to plan form and skyline; • define broad generic Townscape Character Types and particular character areas, and identify any unusual features of the | <p>The Local Plans should consider the Townscape Character Assessment when exploring options. Informs the Local Plans and the SA of relevant issues in the Strategic Area.</p> |

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| | settlement; <ul style="list-style-type: none"> identify broad principles for integrating new development within different areas of townscape character and at the urban fringe; and develop a framework to enable the yearly monitoring of the impact of new development on the townscape within each settlement. | |
| CBC Strategic Flood Risk Assessment (SFRA), Scott Wilson on behalf of Colchester Borough Council, 2007 | The SFRA enables the Council to identify sites away from vulnerable flood risk areas. Sites surrounding the urban area have been appraised for their risk of different types of flooding. The SFRA considers the situation in 100 years' time, with the effects of climate change, and models what would happen in the event of breaches in key areas. The key objective of an SFRA is to avoid developing in areas at risk of flooding. | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |
| CBC Affordable Housing SPD, Colchester Borough Council, August 2011 | 35% affordable housing target, however this has been superseded by the Focussed Review affordable housing target of 20%. | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |
| CBC Community Facilities SPD, Colchester Borough Council, September 2009 & updated July 2013 | The purpose of this Supplementary Planning Document (SPD) is to: <ul style="list-style-type: none"> highlight the importance of community facilities to the well-being of residents and as a mechanism for building community cohesion; and ensure adequate provision of community facilities to satisfy the needs of local communities and the borough as a whole. The following contributions towards community facilities are sought: <ul style="list-style-type: none"> Studios & 1 bedroom dwelling £466.09 2 bedroom dwelling £932.18 | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |

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| | <ul style="list-style-type: none"> • 3 bedroom dwelling £1398.27 • 4 bedroom dwelling £1864.36 • 5 bedroom dwelling £2330.45 • 6 bedroom dwelling £2796.54 <p>Informs developers and other interested parties about what the Council will expect regarding contributions to community facilities within the Borough of Colchester.</p> | |
| <p>CBC Better Town Centre Colchester, Colchester Borough Council, December 2012</p> | <p>Objectives:</p> <p>Sustainability – Promoting sustainability in its widest sense, including prioritising reductions in the town centre’s carbon footprint, enhancing the resiliency of Town Centre commercial and social businesses, and promoting social inclusion.</p> <p>Innovation – Ensuring that development in Colchester Town Centre promotes and secures innovation in new techniques for enabling sustainable growth, including encouraging the local business community to implement them.</p> <p>Activity – Supporting uses for a lively 21st century town centre;</p> <p>Diversity – Ensuring a healthy mix of retail, leisure/culture, business and residential uses.</p> <p>Retail: Retail is the key driver of the town centre economy, and maintaining an appropriate balance between different types of successful retail uses (including national chains, independent retailers and market traders) and between other activities in the main Town Centre shopping areas will be critical to securing its future vitality. Leisure/Culture: Expansion of leisure and cultural offerings appropriate to different areas of the Town Centre (ie arts-related activities in St. Botolph’s Quarter, entertainment/restaurants in the Shopping Core) outdoor spaces offering multi-functional areas for informal recreation and relaxation, and use of social media to publicise and promote these attractions.</p> <p>Offices and Residential: Supporting the provision of</p> | <p>Informs Section One and Two of the Local Plans and the SA of relevant issues in the Strategic Area.</p> |



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| | <p>office and living space based on the Town Centre's high quality environment, accessibility, and state-of-the-art digital connectivity. Creating welcoming spaces and events through the day and into the evening –Providing a wide range of facilities and spaces for events and activities that bring people into the town centre throughout the day and year. Developing the evening economy so that the town feels safe and inviting after dark.</p> <p>Heritage and Design – Enhancing the old, creating tomorrow's heritage;</p> <p>Identity and Unique Character – Reinforcing, interpreting and safeguarding the distinctive character and identity of Colchester and its rich heritage, including its Roman core street grid, unique views, changes in elevation, historic buildings, green spaces, and street scenes.</p> <p>Enriching the existing environment using a creative and dynamic approach to new spaces and buildings. Amenity – Providing a safe, attractive and accessible town centre that is well maintained.</p> <p>Quality – Providing a set of design principles for all new development within the town centre to promote a continuous and consistent high quality well-maintained environment.</p> <p>Movement – Creating a safe and accessible town centre;</p> <p>Shared spaces – Managing interaction between pedestrians; cycles; wheelchair/mobility scooters; and vehicles to prioritise pedestrian provision in the heart of the town centre while accommodating reduced vehicular access to support the vision for the Town Centre.</p> <p>Interchanges - Enhancing public transport and facilitating transitions between modes to improve access to and from the town centre</p> <p>Connectivity – Promoting vitality in the town centre by providing well-designed, lively, and accessible links between town centre buildings and activities.</p> | |



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| <p>CBC Sustainable Design & Construction SPD, Colchester Borough Council, June 2011</p> | <p>Code for Sustainable Homes expectations: Level 3 from 2010, level 4 from 2013 & level 6 from 2016.</p> <p>BREEAM expectations:</p> <p>Major development encouraged to achieve 'very good' from 2010, all development encouraged to achieve 'very good' from 2013 & all development encouraged to achieve 'excellent' from 2016.</p> | <p>Informs the Local Plans and the SA of relevant issues in the Strategic Area.</p> |
| <p>Colchester Housing Strategy, Colchester Borough Council, 2012/13</p> | <p>Vision for Housing in Colchester Borough:</p> <p>To make Colchester a place where people choose to live in a decent, safe home which meets their needs at a price they can afford and in locations and neighbourhoods that are sustainable and desirable. To balance the housing market so that supply of housing meets market demand and housing need.</p> <p>Priorities:</p> <ul style="list-style-type: none"> Clearly set out what kind of housing is needed in terms of size and quality of properties and associated facilities to ensure the housing delivered in the market is attractive and meets the needs of Borough residents, creating neighbourhoods and communities which are sustainable. Develop a balanced housing market in the Borough of Colchester where supply meets demand at a price that is affordable to residents of the Borough Develop new initiatives and housing products, which meet housing need and demand between affordable rented and outright home ownership, to enable a fully functioning housing ladder where demand meets supply at a price that is affordable to households on below average incomes Implement Colchester's Local Development Framework to seek 35% of all new homes to be affordable on sites | <p>Informs the Local Plans and SA of relevant issues in the Strategic Area.</p> |

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| | <p>with 3 or more homes in rural areas and 10 or more in urban areas</p> <ul style="list-style-type: none"> • Use private rented housing to meet need and offer more housing choice to households in the Borough • Make best use of the existing housing stock by returning as many long term empty properties to use in the private sector through a combination of advice, grants, enforcement and loans • Use regulation to improve standards and improve the desirability of private rented accommodation by setting up and managing a private rented accreditation scheme for local landlords • Reduce and prevent homelessness • Ensure investment including Housing Related Support directed investment meets the strategic priorities of CBC based on a robust understanding of our residents needs and is an effective use of resources. | |
| CBC Local Air Quality Management Progress Report, Chelmsford City Council on behalf of Colchester Borough Council, July 2013 | The Air Quality Objectives applicable to Local Air Quality Management (LAQM) in England are set out in the Air Quality (England) Regulations 2000 (SI 928) and the Air Quality (England) (Amendment) Regulations 2002 (SI 3043). | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |
| 2016 Air Quality Annual Status Report (ASR) - July 2016 | <p>The 2016 Annual Status Report is designed to provide the public with information relating to local air quality in Colchester, to fulfil Colchester Borough Council's statutory duty to review and assess air quality within its area, and to determine whether or not the air quality objectives are likely to be achieved.</p> <p>The main source of air pollution in the Borough is road traffic emissions from major roads, notably the A12, A133, A134, A1232, Brook Street and Mersea</p> | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |



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| | <p>Road.</p> <p>As the oldest Roman town in Britain, Colchester has many narrow roads within the town centre and surrounding areas buildings flank to form a canyon like environment. Street canyons act to reduce dispersal of pollutants which can result in poor air quality. Significant traffic congestion can occur during peak times within Colchester directly affecting local air quality.</p> <p>Colchester Borough Council has declared four Air Quality Management Areas (AQMAs). These are due to emissions from road traffic.</p> | |
| Colchester Environmental Strategy 2014-2019 draft (2014) | <p>This document aims to achieve:</p> <ul style="list-style-type: none"> • Strong performance in tackling climate change • Resource efficiency Environmental protection and enhancement (of both natural and built environments) • Sustainable transport • Quality of life for all, whilst respecting its special qualities and capacity for growth <p>In order to achieve this, 2 strategic priorities were outlined:</p> <ul style="list-style-type: none"> • Strategic Priority 1: Community Leadership. To achieve this, Colchester Borough Council will reduce the environmental impact of Colchester Borough Council's Buildings, Services and Operations • Strategic Priority 2: Building resilient communities. To achieve this Colchester Borough Council will work with Colchester's residents, businesses and third sector organisations | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |
| Colchester Borough Council's Comprehensive | <p>The short term climate change risks for Colchester are:</p> <ul style="list-style-type: none"> • Milder, wetter winters (central estimate | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |

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| Climate Risk Assessment, Colchester Borough Council, March 2010 | <p>shows an increase in mean winter temperature of 1.3°C and 6% increase in winter precipitation);</p> <ul style="list-style-type: none"> • Hotter, drier summers (central estimate shows an increase in mean summer temperature of 1.3°C and 7% decrease in summer precipitation); • More frequent extreme high temperatures (central estimate shows an increase in the mean temperature of the warmest day of 0.9°C); • More frequent downpours of rain (central estimate shows an increase of 5% precipitation on the wettest day); • Significant decrease in soil moisture content in summer; • Sea level rise and increases in storm surge height (central estimate for sea level rise in the East of England shows a 9.7cm increase under the medium emissions scenario and a 11.5cm increase under the high emissions scenario); and • Possible higher wind speeds. | |
| CBC Landscape Strategy, Developing a Landscape for the Future: A Strategy for Landscape Planning of Development Sites within Colchester Borough, Colchester Borough Council, September 2013 | <p>The Vision is for the Borough to be recognised as having the optimal policy framework and service delivery strategy for successful landscape development planning, design and delivery within the East of England and that this planning fully embraces the spirit of localism through the ideals of leadership of place and its advocacy of integrated community involvement.</p> <p>The following objectives have been identified as crucial to the implementation of our Vision:</p> <p>1. To incorporate this strategic landscape planning approach both within and beyond the Council's targeted regeneration areas, including any future urban fringe land adopted as an offset against development, in order to help manage the expansion of Colchester in such a way as to</p> | The Local Plans should consider the vision of the Developing a Landscape for the Future: A Strategy for Landscape. Informs the Local Plans and the SA of relevant issues in the Strategic Area. |

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| | <p>achieve a high quality, well designed, sustainable, naturally bio-diverse and productive environment.</p> <p>2. To ensure the landscape elements of new development seamlessly weave together identified social & economic considerations with existing and perceived environmental factors. We will ensure that through this process development respects existing or underlying historic landscape character; both within the site and its wider landscape context.</p> <p>3. To encourage a clearer understanding of best landscape planning practice and design with stakeholder groups through discussion, promotion and education. The development process will thus promote both local aspirations and professional best practice in landscape planning and design.</p> <p>4. To secure a high standard of landscape design, implementation and management within all development. Thereby facilitating a high quality and attractive landscape, the professional implementation and monitoring of landscape schemes and the influencing of good practice in landscape management within new development and where possible the wider landscape.</p> | |
| Colchester Cycling Delivery Strategy, Colchester Borough Council, January 2012 | <p>The purpose of this SPD is to:</p> <ul style="list-style-type: none"> • support sustainable growth in line with the adopted Core Strategy; • promote the importance of cycling facilities, training and promotional activities; • ensure the provision of cycle facilities, training and promotion; • inform developers what can be expected regarding contributions for cycling; • protect and improve existing cycling facilities; and • attract investment from other sources. | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |
| Colchester's Core Strategy, Colchester | <p>Objectives:</p> <ul style="list-style-type: none"> • Focus new development at sustainable | Informs the Local Plans and the SA of relevant issues in the |



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| Borough Council, 2008 | <p>locations to support existing communities, local businesses, and sustainable transport and promote urban regeneration to protect greenfield land.</p> <ul style="list-style-type: none"> • Provide the necessary community facilities and infrastructure to support new and existing communities. • Provide excellent and accessible health, education, culture and leisure facilities to meet the needs of Colchester's growing community. • Promote active and healthy lifestyles and strive for excellence in education and culture. • Reduce the Borough's carbon footprint and respond to the effects of climate change. • Create a prestigious regional centre and a vibrant network of district and local centres that stimulate economic activity and provide residents' needs at accessible locations. • Provide for a balance of new homes and jobs to support economic prosperity of our growing community and reduce the need to travel outside the Borough for employment. • Provide decent and affordable housing at accessible locations to accommodate our growing community. • Provide a range of housing options to meet the diverse needs of the whole community. • Revitalise rundown areas and create inclusive and sustainable new communities. • Promote high quality design and sustain Colchester's historic character, found in its buildings, townscape and archaeology. • Improve streetscapes, open spaces and green links to provide attractive and accessible spaces for residents to live, work and play. | Strategic Area. |

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| | <ul style="list-style-type: none"> • Focus development at accessible locations which support public transport, walking and cycling, and reduce the need to travel. • Develop Colchester as a Regional Transport Node, improving transport connections and gateways within the Borough and to the wider region. • Provide excellent public transportation, walking and cycling connections between centres, communities and their needs. • Improve the strategic road network and manage traffic and parking demand. • Protect and enhance Colchester's natural environment, countryside and coastline. • Support appropriate local employment and housing development in villages and rural communities. • Encourage renewable energy and the efficient use of scarce resources. • Reduce, reuse and recycle waste. | |
| CBC Development Policies, Colchester Borough Council, 2010 | This document provides further detail to the Core Strategy and so the Core Strategy objectives are relevant. | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |
| Colchester's Site Allocations, Colchester Borough Council, 2010 | <p>This document was produced in conjunction with the other documents in Colchester's Local Development Framework (LDF). The Site Allocations sets out the criteria for the boundaries and provides area specific allocations. Each site has been evaluated and the document then outlines the policy that has informed the Site Allocations and new policies that are proposed for each area.</p> <p>The objectives of the Site Allocations DPD are to:</p> <ul style="list-style-type: none"> • set out the criteria for the boundaries shown on the Proposals Map ; and • provide area specific allocations in line with | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |

| Local Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|--|--|---|
| | the overall strategy set by the Core Strategy. | |
| Colchester Borough Green Infrastructure Strategy, Land Use Consultants on behalf of Colchester Borough Council, October 2011 | <p>The following projects have been identified:</p> <ul style="list-style-type: none"> • Dedham gateway enhancement • A12 greening • Woodland enhancement zone • Urban Colne valley project • Colne estuary • Communal greening • Enhancing gateways into Colchester • North Colchester growth area • Woodland necklace within the Rowan river valley • Mersea Island green chain <p>Considerable detail about each project is included in the GI strategy.</p> | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |
| Tendring Economic Strategy, Regeneris Consulting Ltd on behalf of Tendring District Council, October 2013 | <p>The focus of the document is long term systematic change, with the aim of ensuring that economic growth is sustained beyond the 10 year lifespan of this document. This means setting strong foundations and adopting new approaches to embed long-term change.</p> <p>Objective 1: Supporting Tendring's Growth Locations - outlines the vision for target locations over the next 10 years. Based on the evidence available and consultation with stakeholders, initial target locations are Harwich, Clacton and the West of Tendring.</p> <p>Objective 2: Targeting Growth Sectors – outlines the approach to supporting growth in target sectors in the district. The two key target growth sectors for Tendring are Offshore Energy and Care & Assisted Living.</p> <p>Objective 3: Ensure Residents Have the Skills and Information to participate - outlines the need to support residents so that they have the skills and</p> | The Local Plans should take account of the Economic Strategy for Tendring. Informs the Local Plans and the SA of relevant issues in the Strategic Area. |



| Local Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|--|---|--|
| | <p>aspiration to participate in the opportunities promoted within this strategy. This includes recommendations on education, skills provision and employment.</p> <p>Objective 4: Support Modernisation, Diversification and Growth within the Business Base – outlines the approach to creating a more dynamic, diverse and future facing business base in Tendring. Improvements in business liaison, innovation and inward investment are the focus of this objective.</p> <p>Objective 5: Facilitate population growth where this supports economic objectives – recognises the link between population and economic growth in Tendring and outlines how some housing development could stimulate economic growth in the future.</p> | |
| Tendring Strategic Housing Market Assessment update, Planning & Development on behalf of Tendring District Council, May 2013 | To obtain an accurate and realistic figure for the objectively assessed need in Tendring the consultants have derived a population and household projections using components of the pre-existing nationally published projections to best reflect the situation in Tendring. This approach has produced an objectively assessed need 685 homes per year in Tendring (between 2013 and 2029). | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |
| Braintree District Core Strategy, September 2011 | The vision for the Braintree District is that by 2026 a more sustainable future will have been secured for all the people and places in Braintree District. The three towns will be thriving with regenerated town centres and new growth delivered. The key service villages will have provided local housing, jobs and services, with regeneration taking place on identified sites. All development in the District will have been built to the highest design and energy efficiency standards, which will have enhanced historic towns and villages and minimised the impact on the local and global environment. The aims of the Core Strategy reflect those in the Sustainable Community Strategy. In order to deliver these, the strategy identifies twelve key objectives | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |

| Local Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|--|--|--|
| | <p>which reflect and underpin the vision and aims for Braintree District.</p> <p>These objectives form the basis for the policies set out in this Core Strategy.</p> | |
| Babergh Adopted Core Strategy and Adopted Policies (2011 – 2031) Local Plan Document (2014) | <p>Vision:</p> <p>Babergh will continue to be an attractive, high quality place in which to live and work, and to visit. The local character and distinctiveness of South Suffolk will be further enhanced by a strong economy and healthier environment providing the framework for a well-connected network of places that is made up of mixed and balanced communities.</p> | Informs the Local Plans and the SA of relevant issues in the wider area. |
| Sustainable Development, Tendring District Council Local Plan Proposed Submission Draft Written Statement 2012 (as amended by the 2014 Focussed Changes) | <p>The widely recognised European definition of sustainable development is: 'Development that meets the needs of the present without compromising the ability for future generations to meet their own needs'. The National Planning Policy Framework (NPPF) takes this definition a stage further by setting out three areas the planning system must address in order to achieve sustainable development; an economic role, a social role, an environmental role.</p> <p>Whilst the NPPF provides a broad definition of sustainable development, every area has its own unique characteristics and the degree to which national definition of sustainable development can be achieved will vary from place to place. Therefore, in the sustainability section of this document, the Council has set out its own local definition of Sustainable Development which reflects the Council's vision for Tendring's future.</p> | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |
| TDC Strategic Flood Risk Assessment (SFRA), JBA Consulting, on behalf of Tendring District | The key objective of the SFRA is to provide an overall understanding of the risks of flooding from all potential sources, enabling the Council to select and develop sustainable site allocations away from vulnerable flood risk areas. | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |

| Local Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|---|---|--|
| Council, 2009 | | |
| Tendring Open Space Strategy, The Landscape Partnership, on behalf of Tendring District Council, October 2009 | <p>The vision for Tendring open spaces is: A dynamic network at the heart of the community that is safe, well maintained, accessible to all, good for wildlife and fun for all ages, whilst conserving peace and tranquillity wherever possible.</p> <p>The key objectives for providing this vision are:</p> <ul style="list-style-type: none"> • To provide a robust assessment of the demand for open space and recreational facilities throughout the district identifying issues of quality, quantity and availability. • Provide an analysis of identified surpluses or deficiencies and other issues of provision across the district. • Identify enhancement and accessibility needs of existing sites. <p>Provide clear recommendations for locally derived quantitative and qualitative standards for open space, sport and recreational facilities.</p> | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |
| Landscape Character Assessment, Vol. 1 & Vol. 2, Land Use Consultants on behalf of Tendring District Council, November 2001 | <p>Principal objectives:</p> <ul style="list-style-type: none"> • to inform policy formulation in the current Local Plan Review; • to inform decision making in the development management process; • to guide landscape management decisions; and • to promote public awareness of landscape character in the Tendring District. <p>To provide the basis for adoption as Supplementary Planning Guidance.</p> | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |
| Affordable Housing Viability Study, Tribal Consulting Ltd, October 2010, Viability Testing, Peter | Planning policy for affordable housing enables the Council to ask developers to provide affordable housing on site or contribute towards the provision of affordable housing. Affordable housing planning policy aims to achieve the highest level of | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |

| Local Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|---|--|--|
| Brett, August 2013, reports prepared on behalf of Tendring District Council | <p>affordable housing possible whilst not discouraging the development of private market housing. The affordable Housing Viability Study provides a detailed assessment of the viability of the Council's proposed affordable housing planning policy. The Viability testing report is a supporting document for the potential of the introduction of a Community Infrastructure Levy (CIL) charge.</p> <p>The main aim is a 30% affordable housing target which has been updated by the Viability Testing affordable housing target of 25%.</p> | |
| Clacton Town Centre Vision, Intend, 2009 | <p>This vision and strategic plan takes an integrated approach to regeneration by identifying and tackling physical design, planning and regeneration, transport, tourism and socioeconomic issues affecting the study area.</p> <p>The plans and recommendations will provide a framework to guide the development and enhancement of the town centre and seafront area. Further work on developing the plans and implementing feasible solutions will be coordinated by INTend. Seven opportunity sites have been identified, their potential for development investigated and overall design guidance for enhancing the built environment and public realm provided. The wider economic role and function of Clacton is also considered as a key part of the context for development as this has an important impact on land use proposals and deliverability.</p> <p>The vision and strategic plan for Clacton town centre will form a key component of the evidence base for Tendring District Council's Area Action Plan (AAP) which is due to be adopted in January 2011. It is also considered that the report will form a material consideration in determining planning applications prior to the adoption of the LDF.</p> | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |
| Celebrate-on-Sea – 'Putting the fun back | <p>Key Objectives:</p> <ul style="list-style-type: none"> • create a distinctive destination and a | Informs the Local Plans and the SA of relevant issues in the |

| Local Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|--|--|--|
| into Clacton'. Intend, 2010 | unique Clacton Brand; <ul style="list-style-type: none"> encourage investment in new development and improvements to the seafront; create new business and tourism opportunities; improve pedestrian links between the station, town centre and the seafront; enrich the existing character of the seafront and the town's cultural heritage; phase proposals to make best use of available funding and investment; and promote a new image for the town. | Strategic Area. |
| Infrastructure Study, Part 2, Roger Tym & Partners with Peter Brett Associates, January 2010 | Objectives: To create an infrastructure plan, led by the production of a funding model, to show: <ul style="list-style-type: none"> what is required and how it will be provided (e.g. location, etc.); who is to provide it; how it will be funded; when it can be provided; and sites for assessment. | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |
| Tendring District Historic Characterisation Project, Essex County Council, 2008 | Aims: <ul style="list-style-type: none"> provide the opportunity to safeguard and enhance the historic environment as an integrated part of development within Tendring District; provide guidance to Planners at the early stages of development proposals; and provide a means for local communities to engage with their historic environment. | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |
| Tendring Geodiversity Characterisation Report, Essex County | Aims: <ul style="list-style-type: none"> provide guidance to planners at the early stages of development proposals; | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |

| Local Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|--|--|---|
| Council, 2009 | <ul style="list-style-type: none"> provide the opportunity to deliver conservation of locally characterised geodiversity in the wider landscape; and provide a basis for communities to engage with their local geodiversity. | |
| Habitat Regulations Assessment Survey and Monitoring, Year 3 Interim Report, Colchester Borough Council, November 2012 | <p>The objectives of the study are to:</p> <ol style="list-style-type: none"> 1. Establish baseline data on visitors to Natura 2000 sites in Colchester Borough and Tendring District. 2. Investigate visitor trends to Natura 2000 sites in Colchester Borough and Tendring District. 3. Identify whether there is a link between site conditions and housing completions. 4. Identify management measures needed to mitigate and manage the impacts of increased visitor numbers. <p>Key findings:</p> <ul style="list-style-type: none"> During the survey period (2010-2012) there has been an increase of 143% in visiting groups across the Natura 2000 sites. Abberton Reservoir has seen a steady increase in visitor numbers, most likely due to the opening of the new Visitor Centre. Just under two thirds of visitors said they visited alternative sites regularly. The most popular alternative sites to visit were Tendring coastal sites. The majority of visitors travelled to the sites by car. Close to home, liking the area and attractive scenery were the most popular reasons for visiting a site. Most common purpose for visiting the sites was dog walking. Weather and conditions under foot affect | The Local Plans should consider the objectives and findings of the Habitat Regulations Assessment Survey and Monitoring. Informs the Local Plans and the SA of relevant issues in the Strategic Area. |

| Local Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|---|---|---|
| | <p>the number of visitors.</p> <ul style="list-style-type: none"> • The presence of rare visiting birds significantly increases visitors to a site. • Greater numbers of larger groups visit sites at weekends than during the week. | |
| Climatic Change Strategy 2010-2016, Tendring District Council | <p>Priorities:</p> <p>Protect and enhance our environment, countryside and coast.</p> <p>Objectives:</p> <ul style="list-style-type: none"> • reduce carbon dioxide emissions; • prepare for a changing climate; and • reduce reliance on fossil fuels. | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |
| Tendring Economic Strategy (October 2013) | <p>The focus of the document is long term systematic change, with the aim of ensuring that economic growth is sustained beyond the 10 year lifespan of this document. This means setting strong foundations and adopting new approaches to embed long-term change.</p> <ul style="list-style-type: none"> • Objective 1: Supporting Tendring's Growth Locations - outlines the vision for target locations over the next 10 years. Based on the evidence available and consultation with stakeholders, initial target locations are Harwich, Clacton and the West of Tendring. • Objective 2: Targeting Growth Sectors – outlines the approach to supporting growth in target sectors in the district. The two key target growth sectors for Tendring are Offshore Energy and Care & Assisted Living. • Objective 3: Ensure Residents Have the Skills and Information to participate - outlines the need to support residents so that they have the skills and aspiration to participate in the opportunities promoted | The Common Strategic Part 1 should take account of the Informs the Local Plans and SA of relevant issues in the Strategic Area. |

| Local Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|--|---|--|
| | <p>within this strategy. This includes recommendations on education, skills provision and employment.</p> <ul style="list-style-type: none"> Objective 4: Support Modernisation, Diversification and Growth within the Business Base – outlines the approach to creating a more dynamic, diverse and future facing business base in Tendring. Improvements in business liaison, innovation and inward investment are the focus of this objective. Objective 5: Facilitate population growth where this supports economic objectives – recognises the link between population and economic growth in Tendring and outlines how some housing development could stimulate economic growth in the future. | |
| Retail Study Update, GVA Grimley Ltd, on behalf of Tendring District Council, September 2010 | <p>Findings:</p> <p>Comparison goods floorspace – future capacity:</p> <ul style="list-style-type: none"> 2020 – 9,559 sqm net 2025 – 18,452 sqm net <p>Capacity for convenience goods floorspace to 2025 will only arise in the Clacton area. This can be largely attributed to the strong performance of out-of-centre food stores.</p> <p>Clacton area:</p> <ul style="list-style-type: none"> 2020 – 820 sqm net 2025 – 1,490 sqm net | Informs the Local Plans and the SA of relevant issues in the Strategic Area. |
| Chelmsford City Council – Emerging Local Plan and associated evidence base documents | The emerging Local Plan seeks to allocated land to meet housing needs of 10,875 homes over the plan period to 2036. This includes the allocation of development to North East Chelmsford (for 3,000) dwellings. Chelmsford City Council, as a Local Planning Authority, is included within the same Housing Market Area as Braintree, Colchester and Tendring. | The Chelmsford Local Plan and emerging evidence base documents are important to consider for the purposes of identifying any cross-boundary impacts or incompatibilities arising from the Section One and Two Local Plans. |



| Local Plans and Programmes | Purpose / Main Aims and Objectives | Relevance to Local Plans / SA |
|---|---|---|
| <p>Uttlesford District Council – Emerging Local Plan and associated evidence base documents</p> | <p>Uttlesford District Council is in the process of preparing a Preferred Options Local Plan for consultation in summer 2017. The Local Plan is faced with significantly higher housing requirements (OAN) than were included in the previous adopted development plan. The Council is exploring the allocation of strategic growth options including land to the West of Braintree. Uttlesford District Council, as a Local Planning Authority, is not included within the same Housing Market Area as Braintree, Colchester and Tendring.</p> | <p>The Uttlesford Local Plan and emerging evidence base documents are important to consider for the purposes of identifying any cross-boundary impacts or incompatibilities arising from the Section One and Two Local Plans.</p> |



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June 2017



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North Essex Authorities Strategic Section One for Local Plans: Draft Publication (Regulation 19)

Draft Sustainability Appraisal (SA): Annex B - Baseline Information - June 2017







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1. Introduction

1.1 Background

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

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

This document is Annex B to the Environmental Report of the SA for Section One. It also forms Annex B of the Section Two SAs for Colchester Borough Council and Tendring District Council.

1.2 Identifying Other Relevant Policies, Plans and Programmes

The SEA Directive requires the production of the following information:

"the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;" Annex 1(b);

"the environmental characteristics of areas likely to be significantly affected;" Annex 1(c); and

"any existing problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance such as areas designated pursuant to Directives 79/409/EEC and 92/43/ECC" Annex 1(d).

The baseline information identifies current sustainability issues and problems in the Strategic Area which should be addressed and provides a basis for predicting and monitoring the effects of implementing the document.

To ensure the data collected was relevant and captured the full range of sustainability issues it was categorised under 13 thematic topics. They cover all the topics referred to in Annex 1(f) of the SEA Directive and follow the order of:

- economy and employment;
- housing;
- population and society;
- health;
- transport;
- cultural heritage;



- biodiversity and nature conservation;
- landscapes;
- water environment ;
- climate and energy;
- air;
- waste; and
- minerals.

The summaries of each topic have been included within the main Environmental Report document while this annex contains the detailed baseline information.

2. Economy and Employment

2.1 Economy

The area covered by Section One comprises a large part of the Haven Gateway, an established partnership area which is identified in a range of existing strategy and investment documents. The Haven Gateway includes the Essex administrative areas of Braintree, Colchester, Maldon and Tendring Councils and extends northwards into parts of Suffolk.

Braintree and Colchester are the major centres of employment within the strategic area. While there are high levels of commuting to London, many residents work and live within the area with significant commuting across borough and district boundaries, reflecting a functional economic geography.

The area has a mixed economy focused on the service sector, including wholesale and retail, business services, tourism, health and education, alongside manufacturing, logistics and construction. Due to the extensive rural area outside urban settlements, agriculture and its related industries play an important part in the overall economy.

The Cultural, Visitor and Tourism sector, which encompasses a range of activities including visitor attractions, leisure facilities, food and accommodation, plays an important role in Tendring District's economy. This sector is worth more than £276 million per annum to the economy and is estimated to provide 3,000 jobs and around 350 businesses across Tendring. The majority of jobs (approx. 8%) and businesses (approx. 10%) in this sector are located in and around Clacton which is a similar concentration to the national average. In most of the rest of the towns in Tendring businesses operating within this sector are slightly more concentrated than the national average.

Table 1: Economic activity

| | Tendring | Braintree | Colchester | East of England | Great Britain |
|--|----------|-----------|------------|-----------------|---------------|
| Number of economically active | 53,900 | 77,700 | 94,400 | | |
| Percentage of the population economically active | 68.6% | 78.8% | 78.9% | 79.9% | 77.8% |

Source: NOMIS Labour Supply (Jan 2016-Dec 2016)

Table 2: Job density

| | Tendring | Braintree | Colchester | East of England | Great Britain |
|-------------|----------|-----------|------------|-----------------|---------------|
| Job Count | 43,000 | 62,000 | 98,000 | | |
| Job Density | 0.57 | 0.67 | 0.83 | 0.81 | 0.83 |

Source: NOMIS Labour Supply (2015)

Tendring District has the lowest rate of economic activity at 68.6% compared to Braintree and Colchester District, as well as the region and country. Job density is again lower in Tendring than the other Districts, although Braintree is also lower than Colchester, the region and the country at 0.67.

Table 3: Business registration and de-registration rate

| | Tendring | Braintree | Colchester | Essex | East of England | Great Britain |
|------------------------|----------|-----------|------------|--------|-----------------|---------------|
| Birth | 465 | 745 | 905 | 8,575 | 33,715 | 360,425 |
| Death | 350 | 460 | 570 | 5,230 | 20,905 | 218,670 |
| All active enterprises | 3,875 | 5,885 | 6,575 | 59,485 | 237,155 | 2,359,055 |

Source: ONS Business Demography 2015 (released November 2016)

There has been a slight increase in the number of active businesses in Tendring due to a higher rate of registrations than de-registrations. Compared to sub-national and national figures the district has experienced a lower start up rate and a lower de-registration rate indicating a slightly less robust local economy. Braintree and Colchester are more in line with the county and national business registration and de-registration rates.

Table 4: Local business stock and employment size

| | Tendring | Braintree | Colchester | Essex | East of England | Great Britain |
|--------------------|----------|-----------|------------|--------|-----------------|---------------|
| Business Entities | 4,230 | 6,440 | 6,620 | 59,570 | 242,975 | 2,382,365 |
| Micro (0 to 9) | 87.5% | 89.6% | 87.9% | 89.4% | 89.1% | 88.7% |
| Small (10 to 49) | 10.8% | 8.8% | 10.0% | 8.9% | 8.9% | 9.3% |
| Medium (50 to 249) | 1.5% | 1.3% | 1.6% | 1.3% | 1.5% | 1.6% |
| Large (250+) | 0.2% | 0.3% | 0.5% | 0.3% | 0.4% | 0.4% |

Source: Inter Departmental Business Register, ONS (2015)

Nearly 90% of all local businesses within the three authorities employ 9 or less people and approximately 1.5% employ 50 or more people. These figures are similar to the county, region and country but with some slight variation. Tendring has a lower percentage of micro businesses than the region and the country and Colchester has a slightly higher proportion of large businesses.

Table 5: Location of businesses

| | Tendring | Braintree | Colchester | Essex | East of England | Great Britain |
|------------------------|----------|-----------|------------|-------|-----------------|---------------|
| Urban based businesses | 53.9% | 50.0% | 62.2% | 63.4% | 63.1% | 74.7% |
| Rural based businesses | 46.1% | 50.0% | 37.8% | 36.6% | 36.9% | 25.3% |

Source: Defra (updated March 2014)

Tendring District is predominantly rural in nature; however the majority of businesses are located in an urban location. This is in contrast with Braintree which despite being predominantly rural has an equal split of businesses in rural and urban locations. There is no a small difference between the proportion of urban and rural businesses within Tendring District and no difference in Braintree, however the majority of businesses in Colchester are in urban areas. This difference is in line with county and national business compositions which recorded highest proportions within urban areas, but the contrast is in the difference between the proportions of urban and rural businesses within the three authorities.

Table 6: Proportion of businesses by industry type

| Industry | Tendring | Braintree | Colchester | Essex | East of England | Great Britain |
|--|----------|-----------|------------|-------|-----------------|---------------|
| Agriculture, Forestry & Fishing | 6.4% | 6.3% | 3.7% | 3.7% | 4.9% | 5.4% |
| Production | 7.0% | 7.5% | 5.8% | 6.5% | 6.0% | 5.8% |
| Construction | 16.7% | 17.2% | 15.3% | 17.4% | 14.2% | 11.6% |
| Motor Trades | 4.5% | 3.5% | 3.3% | 3.3% | 3.3% | 2.9% |
| Wholesale | 3.5% | 5.2% | 4.2% | 4.7% | 4.5% | 4.2% |
| Retail | 9.2% | 5.6% | 7.7% | 6.8% | 7.1% | 7.8% |
| Transport & Storage (Including Postal) | 4.4% | 3.6% | 2.6% | 3.7% | 3.7% | 3.4% |
| Accommodation & Food Services | 8.0% | 4.5% | 5.2% | 4.7% | 5.1% | 6.0% |
| Information & Communication | 4.5% | 6.4% | 7.8% | 7.4% | 8.2% | 8.0% |
| Finance & Insurance | 0.9% | 1.0% | 2.1% | 1.8% | 1.7% | 2.0% |
| Property | 2.8% | 3.0% | 3.7% | 3.4% | 3.4% | 3.6% |
| Professional, Scientific & Technical | 11.0% | 16.1% | 16.7% | 16.6% | 17.2% | 18.1% |
| Business Administration & Support Services | 7.1% | 7.8% | 8.1% | 8.1% | 7.9% | 8.1% |
| Public Administration & Defence | 0.6% | 0.8% | 0.4% | 0.4% | 0.5% | 0.3% |
| Education | 1.9% | 1.7% | 2.0% | 1.7% | 1.8% | 1.7% |
| Health | 5.1% | 3.3% | 5.1% | 3.8% | 4.0% | 4.3% |

| Industry | Tendring | Braintree | Colchester | Essex | East of England | Great Britain |
|--|----------|-----------|------------|-------|-----------------|---------------|
| Arts, Entertainment, Recreation and Other Services | 6.4% | 6.6% | 6.1% | 6.0% | 6.3% | 6.8% |

Source: ONS, 2015 data

There are comparatively more businesses in the industries of agriculture, forestry and fishing, production, motor trades, retail, transport and storage, accommodation and food services, health and arts, entertainment, recreation and other services within Tendring District than the county but noticeable fewer businesses within professional, scientific and technical. Other industries with proportionately lower business numbers than the county levels are construction, wholesale, information and communication, finance and insurance, property and business administration and support services. Braintree has more businesses in agriculture, forestry and fishing, production, motor trades, wholesale and arts, entertainment, recreation and other services than the Essex average, and a lower proportion of the remaining industries. Colchester is closer to the Essex average, with similar proportions for multiple industries and only slight variances in others. The most significant differences are in the construction, production, retail, health and transport and storage.

2.2 Employment

Tendring District is home to the Harwich International Port which has developed into a highly efficient, multi-purpose freight and passenger port handling bulk and container ships as well as roll-on, roll-off ferries and cruise ships. Harwich is one of the major UK ports for ferry and cruise tourism, with passenger figures for 2012-2013 showing an increase of 18% from 671,000 to 795,000. During 2014 a total of 43 port calls were made by cruise ships at the port. Harwich is also one of the leading UK freight ports for bulk and container ships. The figures for 2012-2013 showed an increase of 14% in tonnage of freight which passed through the port from 3,189 to 3,638 thousand tonnes. The port also supports the off-shore renewables industry providing an installation base for the Gunfleet Sands wind farm and support facilities for the installations at Foreness Point, Kent and Greater Gabbard off the coast in Suffolk.

In 2013 permission was granted for the expansion of Bathside Bay to create the new Harwich International Container Terminal, a small boat harbour with sheltered moorings and public amenity space. The new terminal is expected to include 1,400 metres of quayside, a 14.5 metre deep approach channel able to accommodate increasingly large container ships, 50 plus gantry cranes, a container storage yard and rail terminal. Bathside Bay also has the potential to be a multi-functional site for the manufacture and assembly of wind turbines. The expansion of Bathside Bay, with the provision of amenity and commercial space as well as port expansion will provide jobs at the port and in supporting industries both during construction and once in operation.

Internet shopping has become a major competitor to town centre shopping within Tendring District. In 2014 74% of all adults in the UK bought goods or services on-line, an increase of 21% from 2008. Increases in on-line shopping choice will mean traditional retailers and service providers will need to



compete not only in price and range but also in service and expertise. Town centres will need to provide an attractive, mixed-use shopping experience to retain and increase their share of consumer spending.

The industry class employing the most people in Colchester according to the 2011 Census was the 'wholesale and retail, repair of motor vehicles and motorcycles' class which accounted for 16.0% of jobs. The next three largest industry classes were 'human health and social work' which accounted for 13.5% of employment, followed by 'education' at 11.4%; and 'construction' at 8.3%. The largest employers in Colchester by approximate number of employees are Colchester District General Hospital with 3,000 employees; University of Essex with 2,000 employees; Colchester Borough Council with 1,500 employees; and Colchester Institute with 900 employees. The largest private sector employer is Mothkind Clean Ltd, an industrial cleaning company, which employs approximately 800 people.

The average gross household income is lower than the Essex and the East of England averages but higher than the national average. In Colchester average gross household income was £27,592 in 2012, it was £30,193 in Essex, £27,980 in the East of England and £27,302 in England. There are variations in prosperity and there are pockets of deprivation in parts of both the towns and rural areas.

Tourism plays an important part in the local economy. Tourism was worth £244 million to the economy of Colchester Borough in 2012, which is a rise of 5% from the previous year. The value of tourism to Colchester has risen in real terms by 158% from £63.1 million in 1993. Tourism supports more than 5,600 actual jobs in the Borough, this has risen by 109% since 1993 (5632 in 2011, 2685 in 1993).

Colchester attracted just over 5 million visitor trips in 2012. This is approximately 78% higher than the 1993 figure of 2.8 million visitor trips. This can be broken down as follows:

- 62,000 staying trips taken by overseas staying visitors;
- 216,000 staying trips taken by domestic staying visitors; and
- 4.7 million day trippers.

Colchester has 1,300 creative businesses providing employment to over 5,600 employees. Creative industries are a priority growth area for the town. This accounts for 18.3% of all businesses in the Borough, and includes advertising, design, film, arts and crafts, performing arts and publishing. Nationally, creative industries account for approximately 7% of the economy as a whole. This shows that Colchester is a well-performing town in terms of its creative economy but that there is considerable room for growth.

Table 7: Employment and unemployment

| | Tendring | Braintree | Colchester | East of England | Great Britain |
|---------------|-------------------|-------------------|-------------------|------------------------|----------------------|
| In employment | 51,700 (65.8%) | 75,100 (78.8%) | 90,800 (75.8%) | 76.8% | 74.0% |
| Unemployed | 3,500 (6.4%) | 3,000 (3.8%) | 3,800 (4.0%) | 6.4% | 4.8% |

Source: NOMIS, Jan 2016-Dec 2016 data

A percentage of 65.8 of the working population in Tendring District are in employment which is lower than sub-national and national employment levels. Contrastingly, Braintree is above the regional and national percentages and Colchester is below the regional and above the national average for residents in employment. The proportion of the District's working population who are economically active but unemployed is 6.4% which is above Braintree and Colchester, in line with the sub-national and above national unemployment figures.

Unemployment within Tendring District had risen at a faster rate than that of regional and national levels but has since been in decline from 2013. During July 2007 and June 2008 around 6.1% of the working age population was unemployed in Tendring but following an increase to a high of 10.2% in April 2012-March 2013, unemployment had decreased to 5.4% during January 2015 and December 2015.

Unemployment in the District has declined in recent years and has not returned to below 2006 levels.

In Colchester, unemployment was high at 7.2% in April 2009 – March 2010 and steadily reduced to 6.2% in April 2011 – March 2012. Between July 2011 and September 2012, the unemployment rates rose sharply to 7.4% representing a peak in unemployment rates in Colchester since January 2004. This is in line with the economic downturn experienced across England at this time. Since then, the unemployment rate has decreased every monitoring period to the rate of 3.7% in January 2015 - December 2015 with the exception of 4.0% in January 2016 - December 2016.

Braintree has experienced similar trends, with the peak unemployment rate in the District of 6.9% evident in April 2012 – March 2013 as expected from the downturn in the English economy. Following this, the unemployment rate has consistently fallen to the 3.8% registered in January 2016 – December 2016.

February 2013 saw the proportion of jobseeker's allowance claimants hit a peak of 4.7% of the population aged 16-64 in Tendring, which was a higher proportion than national and regional figures. Since this peak, the proportion of claimants has decreased with the most recent figure for April 2016 of 2.7% being recorded for Tendring. However, despite the percentage of claimants decreasing consistently, the figures for Tendring remain higher than that of the region and nationwide.

A similar trend was apparent in Braintree and Colchester. In Braintree, the peak of February 2013 registered at 2.9% and has decreased consistently to 0.9% in November 2015. In Colchester, the peak was in February 2012 where the rate was 3.1% and has fallen to 0.9% in November 2015.

Table 8: Working patterns

| | Tendring | Braintree | Colchester | East of England | Great Britain |
|-----------|----------|-----------|------------|-----------------|---------------|
| Full time | 60.1% | 66.2% | 59.9% | 63.4% | 67.6% |
| Part time | 39.9% | 33.8% | 40.1% | 36.6% | 32.4% |

Source: ONS business register and employment survey (2013 revised – released September 2015)

As of 2013, 60.1% of jobs within Tendring, 66.2% of jobs within Braintree and 59.9% of jobs within Colchester were classed as full-time. Tendring and Colchester are lower than the trends in working patterns found in Essex, but Braintree is higher than the county. Tendring, Braintree and Colchester all have a lower percentage of full-time jobs than Great Britain as a whole.

Table 9: Employment by industry

| Group | Tendring | Braintree | Colchester | East of England | Great Britain |
|---|----------|-----------|------------|-----------------|---------------|
| Soc 2010 major group 1-3 | 32.2% | 35.3% | 39.2% | 44.2% | 44.4% |
| 1 Managers, directors and senior officials | # | 5.8% | 11.9% | 10.3% | 10.4% |
| 2 Professional occupations | 11.3% | 13.4% | 14.0% | 19.0% | 19.8% |
| 3 Associate professional & technical | 12.3% | 16.1% | 13.3% | 14.7% | 14.1% |
| Soc 2010 major group 4-5 | 21.7% | 28.3% | 25.6% | 22.5% | 21.4% |
| 4 Administrative & secretarial | 10.4% | 12.6% | 13.8% | 11.0% | 10.7% |
| 5 Skilled trades occupations | 11.3% | 15.7% | 11.9% | 11.4% | 10.6% |
| Soc 2010 major group 6-7 | 28.4% | 17.5% | 20.0% | 16.1% | 16.9% |
| 6 Caring, leisure and Other Service occupations | 18.9% | 7.5% | 13.4% | 9.0% | 9.2% |
| 7 Sales and customer service occs | 9.4% | 10.0% | 6.6% | 7.1% | 7.7% |

| Group | Tendring | Braintree | Colchester | East of England | Great Britain |
|--------------------------------------|----------|-----------|------------|-----------------|---------------|
| Soc 2010 major group 8-9 | 17.8% | 18.9% | 15.1% | 17.2% | 17.2% |
| 8 Process plant & machine operatives | # | 9.7% | 5.3% | 6.5% | 6.3% |
| 9 Elementary occupations | 9.7% | 9.3% | 9.8% | 10.7% | 10.8% |

Source: NOMIS, Jan 2015 – Dec 2015 data

Note: # Sample size too small for reliable estimate

Numbers and % are for those of 16+

% is a proportion of all persons in employment

The majority of jobs within Tendring and across all areas are major group 1-3. For Tendring this accounts for 32.2% of all employee jobs, in Braintree it is 35.3% and Colchester is 39.2%. Despite this, the proportion of people in these employment groups for all areas is lower than the regional and national figures. The other industry in the district which provides a higher proportion of employee jobs compared to the sub-national and national equivalent is major group 6-7, consisting of services industries and sales and accounting for 28.4% of employees in Tendring. Braintree has higher levels of employees in major group 4-5 than the regional and national averages and Colchester also has slightly higher levels of employees in this major group.

Table 10: Gross weekly pay by residence and workplace

| | Tendring | Braintree | Colchester | East of England | Great Britain |
|-------------------------------|----------|-----------|------------|-----------------|---------------|
| Gross weekly pay by residence | | | | | |
| Full time workers | £493.50 | £592.10 | £531.60 | £551.00 | £529.60 |
| Male full time workers | £513.70 | £653.20 | £597.20 | £595.60 | £570.40 |
| Female full time workers | £464.60 | £517.70 | £481.30 | £481.30 | £471.60 |
| Gross weekly pay by workplace | | | | | |
| Full time workers | £461.20 | £513.60 | £479.10 | £517.50 | £529.00 |

| | Tendring | Braintree | Colchester | East of England | Great Britain |
|--------------------------|----------|-----------|------------|-----------------|---------------|
| Male full time workers | £494.10 | £546.60 | £534.30 | £557.10 | £569.90 |
| Female full time workers | £422.90 | £404.20 | £426.90 | £453.70 | £471.50 |

Source: NOMIS, 2015 data

Residents of Tendring in full-time employment on average earn a weekly salary by residence of £493.50 which is lower than the average for Braintree (£592.10) and Colchester (£531.60), as well as the region and Great Britain. A breakdown of salaries shows that male residents earn considerably more (£513.70) than their female counterpart (£464.60) but both genders earn below the respective Great Britain averages. The difference between male and female worker weekly salaries is lowest in Tendring (£49.10), followed by Colchester (£115.90) and Braintree (£135.50).

Weekly salaries for those working in full-time employment by workplace within Tendring are lower than the other areas at £461.20, which is again lower than regional and national figures. Businesses within the East of England region in general pay lower salaries than Great Britain as a whole.

Table 11: Class A1 floorspace projections in Colchester

| | Sales floorspace sqm net | | |
|-----------------------------------|--------------------------|------------|--------|
| Location | Convenience | Comparison | Total |
| Up to 2016 | | | |
| Commitments/town centre proposals | 1,450 | 12,800 | 14,250 |
| Colchester urban area | 2,255 | 803 | 3,058 |
| Tiptree | - | 21 | 21 |
| West Mersea | - | 18 | 18 |
| Other Colchester Borough | 522 | - | 522 |
| Total up to 2016 | 4,227 | 13,642 | 17,869 |
| 2016-2021 | | | |
| Colchester urban area | 2,610 | 9,079 | 11,689 |

| | Sales floorspace sqm net | | |
|-------------------------------|--------------------------|------------|--------|
| Location | Convenience | Comparison | Total |
| Tiptree | - | 48 | 48 |
| West Mersea | - | 33 | 33 |
| Other Colchester Borough | 174 | - | 174 |
| Total 2016-2021 | 2,784 | 9,160 | 11,944 |
| 2021-2026 | | | |
| Colchester urban area | 3,101 | 13,805 | 16,906 |
| Tiptree | - | 74 | 74 |
| West Mersea | - | 49 | 49 |
| Other Colchester Borough | 209 | - | 209 |
| Total 2021-2026 | 3,310 | 13,928 | 17,238 |
| Total period 2012-2026 | | | |
| Colchester urban area | 9,416 | 36,487 | 45,903 |
| Tiptree | - | 143 | 143 |
| West Mersea | - | 100 | 100 |
| Other Colchester Borough | 904 | - | 904 |
| Grand total | 10,321 | 36,730 | 47,050 |

Source: Colchester Borough Council (2014)

The convenience goods projections in the (Colchester BC) Retail Study indicate there is scope for one large food store in Colchester urban area in the short term (up to 2016). It is unlikely that this food store can be accommodated within the Town Centre Core. In the medium to long term (2016 to 2021) there is a requirement for 1-2 new large food stores, which could be provided in a new district/neighbourhood centres anchored by a large food store, expansion of one of the five urban district centres and/or the provision of a freestanding out-of- centre food store.



In terms of the spatial distribution of food superstores in Colchester urban area, the Retail Study concluded that the priorities appear to be the south of Colchester urban area in order to serve existing and future residents and to the northwest to serve new residential areas. The proposed neighbourhood centre within the Colchester Northern Growth Area or the Northern Gateway site could serve proposed residential development within the northwest of the urban area.

The Retail Study concluded that vacant shop premises and planned investment within Colchester town centre should be sufficient to accommodate comparison expenditure growth and operator demand for small to medium sized premises up to and beyond 2016. If longer term growth (2016 to 2026), where development cannot be accommodated within the town centre, the Council should consider the potential to expand urban district centres or the provision of new shopping destinations in the urban area. There is insufficient available expenditure to support all of the current comparison retail proposals between 2016 and 2021. The Retail Study concluded that retail development should not be permitted outside the Town Centre Core unless it can clearly be demonstrated that the proposed development cannot be accommodated in the Town Centre Core, and the proposals will not harm the vitality and viability of designated centres and planned investment.

Creative Colchester recognises culture and creativity as a driver of job creation, economic growth and sustainable community development to raise the profile of the town overall. A vision document has been created, in which the main opportunities are set out for the development of the creative industries over the next five years.

Colchester Borough Council is leading regeneration programmes in East Colchester, North Colchester, the Town Centre and the Garrison. In East Colchester a new waterside community is emerging at the Hythe, the town's former port. The £13 million regeneration programme will create a mixed-use development alongside the River Colne with 100,000 sq ft of commercial space, 2000 new homes and improved transport links. The transformation of the area is already underway with new housing, employment areas, community centre, nursery and student accommodation for the University of Essex at University Quays. The University Knowledge Gateway will bring new business opportunities, hotels and leisure facilities.

To the North of the town, alongside the A12, lies a 100 hectare development site. Plans for the area will see the creation of 1500 new homes and new employment areas to create up to 3500 new jobs. Opened in 2008, the site is already home to the Weston Homes Community Stadium. As well as being Colchester United Football Club's new home, the venue also offers space for concerts, events, community space for Colchester United Community Sports Trust to develop its programme of activities and conference facilities for up to 400 people. As part of the regeneration programme for North Colchester a Master Plan has been prepared for North Station, which is a key gateway into the town.

A £1.5billion development of a new modern Garrison in the town has shown a further 35 years commitment to Colchester by the MoD. As well as creating improved accommodation and facilities for service personnel, land released by the MoD as a result of the new development is being used to create a sustainable mixed use urban village close to the Town Centre.

Improvements in the Town Centre have previously been focused on the St. Botolph's Quarter, with ongoing plans to develop a new cultural quarter, large retail scheme, Magistrate's Court, residential development and multi-storey car park. However, plans to improve the wider town centre are now underway with proposals being developed to reduce traffic and create a better pedestrian experience



with more public spaces for events and activities and better links for cyclists ensuring that Colchester continues to be a vibrant place during the day and in the evening.

The quantitative projection for new retail floorspace in the Tendring district to 2025, as identified in the Retail Study Update 2010, indicates that the major requirement for capacity will be in the Clacton urban area and identifies that 1,490 sqm of convenience and 14,410 sqm of comparison retail floorspace will be required. The study indicates that creating the additional floorspace in the centre of Clacton, rather than the expansion of out-of-centre stores, would present an opportunity to strengthen and protect the vitality of the Town Centre and to encourage and support sustainable shopping patterns across the District.

The Study also identifies that no convenience floorspace is required in the towns of Frinton-on-Sea, Walton-on-the-Naze, Dovercourt, Harwich, Manningtree and Brightlingsea, but that there is a total comparison retail floorspace requirement of 7,961 sqm in these areas. The Study indicates that location of additional floorspace in the town centres would improve market share, sustain vitality and viability and attract visitors, with the provision that any expansion should be in keeping with their unique and historic environments.

Clacton the Council's own study found that comparison retail floorspace was set to increase within the plan period. Should this be directed to the centre of Clacton rather than an out of town location, it will assist in the reduction of the use of the private car. Within other towns in Tendring District it was found that convenience retail floorspace will be required throughout the Plan period. This will increase the vibrancy and vitality of these smaller towns and also increase tourism within the plan period. It is apparent that the level of internet shopping will increase during the Plan period. This is likely to have a significant impact on the traditional forms of retail and make-up of town centres.

Braintree is the main market town in the District and provides employment, town centre retailing and community services. In addition, on the edge of the town, the Freeport Factory Outlet Centre and adjacent retail park provide retail and leisure facilities, which serve an area that extends outside of the District.

Witham and Halstead are smaller market towns which provide employment, retail and community services. All three of the settlements contain town centres with some areas in need of regeneration. There are also two large areas in need of regeneration at former factory sites in Silver End (between Braintree and Witham) and Sible Hedingham (north west of Halstead). Witham is situated on the main London to Norwich railway line, as are the adjoining villages of Hatfield Peverel and Kelvedon, and there are significant levels of commuting from these stations, particularly to London and Chelmsford. The towns of Haverhill and Sudbury adjoin the District and provide services for residents in the northern, more isolated, rural areas of the District.

In Braintree, Factories and warehouses accounted for the majority of industrial and commercial floorspace. Factory floorspace accounted for a higher proportion in the District than the average for the region and for England, whereas retail and offices accounted for a lower proportion in Braintree District than the regional and national averages.

2.3 North Essex Garden Communities Employment & Demographic Studies

Under the 'most likely' demographic scenario for each settlement (2,500 dwellings by the end of the plan period (2033), with construction continuing at similar annual rates thereafter until completion of each settlement; and assumptions for in- and out-migration based on those for similar new settlements), population is estimated to peak at: just over 32,000 inhabitants by 2056 in 'West of Braintree'; just over 43,000 by 2071 in Colchester Braintree Borders, and; just over 20,000 by 2051 in Tendring Colchester Borders.

Total population in each settlement is then expected to decline, due to ageing of the population (as older people form smaller households), and under the assumption of no new houses being built.

A faster, more ambitious, build-out rate would lead to a slightly higher peak population (which would be reached sooner), due to the larger numbers of young population and children moving into the settlements. During the earlier phases of the development, there is likely to be faster growth in children of primary and secondary school age under an accelerated build-out rate, as younger adults moving in are more likely to bring children with them or form families shortly after moving in, increasing demand for schools. Once the settlement is completed and the population starts to age, the number of children of primary and secondary school age will decline more steeply in an accelerated build-out rate scenario, resulting in a much lower requirement for local schools.

The number of people aged 70 and over would grow at a faster rate under an accelerated build-out rate, as more people move in during the early phases of the development and the existing population starts to age. As a result, at its peak (around 40 years after building is completed in each scenario), the elderly population is slightly larger in an accelerated build-out rate scenario, increasing the need for elderly care services.

Table 12: Summary of expected growth from the North Essex Garden Communities

| | By 2033 | By 2050 |
|---|---------|---------|
| West of north Essex – jobs created under transformational scenario (scenario 3a) in excess of BAU baseline | 5,400 | 8,300 |
| NEGC1: | | |
| • West of Braintree – jobs created (excl construction jobs) | 2,551 | 6,508 |
| NEGC jobs (excl construction jobs) as % of total increment | 47% | 78% |
| • West of Braintree – jobs (excl construction jobs) per house | 1.02 | 0.70 |

| | By 2033 | By 2050 |
|---|---------|---------|
| Central East of North Essex - jobs created under transformational scenario (Scenario 3b) in excess of BAU baseline | 10,400 | 23,700 |
| NEGC 2: | | |
| • Colchester Braintree Borders – jobs created (excl construction jobs) | 2,572 | 7,629 |
| NEGC jobs (excl construction jobs) as % of total increment | 25% | 32% |
| • Colchester Braintree Borders – jobs (excl construction jobs) per house | 1.03 | 0.82 |
| NEGC 3: | | |
| • Tendring Colchester Borders – jobs created (excl construction jobs) | 3,572 | 8,885 |
| NEGC jobs (excl construction jobs) as % of total increment | 34% | 37% |
| • Tendring Colchester Borders – jobs created (excl construction jobs) per house | 1.43 | 1.17 |

Source: North Essex Garden Communities Employment & Demographic Studies (2017)

The table shows that:

- The NEGCs account for a significant component of the additional employment growth which is linked to the alternative scenarios (albeit through different processes). These are not the only component but they are associated with up to about 80% of the increment linked to Scenario 3a and up to about 40% of the increment linked to Scenario 3b.
- All three NEGCs are likely to be associated with significant jobs growth, albeit of varying forms. The presumption is that jobs linked to exogenous growth processes will be physically on site (and appropriate provision will need to be made for them). Those linked to homeworking will be physically associated with the homes of residents and therefore also on site; in relation to these jobs, the design of housing will be crucially important. Those related to the consumption of local services may or may not be on site, but all will be reasonably “local”; provision in relation to this component will need to be planned so as to complement, rather than displace, existing local service provision (e.g. in the town of Braintree)



- In terms of the TCPA aspiration of “one job per house”, all three NEGCs appear to be “within range”. Broadly, Tendring Colchester Borders does best – which is plausible, given its proximity to a growing and ambitious university, and the role universities can play in driving high value economic growth. West of Braintree has the most challenging profile – which again is plausible, given the wider economic dynamics of the sub-area of which it is a part, and its specific locational attributes.

In principle, then, the data in the table implies that all three NEGCs could potentially contribute to the delivery of aspirational growth scenarios across North Essex.



3. Housing

The reform of the planning system by the new Government has led to significant changes in the way housing targets are devised which will impact on future housing supply. The revocation of Regional Strategies (including the East of England Plan) has given local planning authorities the responsibility of setting their own housing targets based on housing land supply, need and robust supporting evidence.

Based on figures taken from the 2011 Census, there were 62,105 households in the Tendring District, 10% were 1 bedroom, 38% were 2 bedrooms, 36% were 3 bedrooms, 12% were 4 bedrooms and 4% were 5 bedrooms or more. Of these, 73.7% were privately owned, 16.2% privately rented, 8.4% socially rented, 0.4% in shared ownership and 1.3% living rent-free. County wide 71.4% of homes were privately owned. Average household size in the district was 2.2 people, slightly lower than the national, regional and county, averages of 2.4 people. The average number of rooms was 5.4, according to the 2011 Census.

Figure 1: Bedrooms per household in Tendring District



Source: ONS 2011 Census data

Figure 2: Tenure of Households in Tendring District

| | | | | |
|-------|--------|--------|-----------|------|
| Owned | Rented | Rented | Ownership | Free |
|-------|--------|--------|-----------|------|

Source: ONS 2011 Census data

A net of 209 dwellings were completed between 31 March 2013 and 1 April 2014, of which 3 were affordable housing units. A net of 1221 dwellings were completed over the past 5 years (2009/10 – 2013/14), which averages 244 dwellings per annum. The net number of completions in Essex for 2013/14 was 2860 and neighbouring Colchester and Babergh districts net dwellings built in the period 2013/14 were 725 and 291 and their 5 year averages (2009/10 – 2013/14) were 709 and 234 respectively.

There are 64 Residential Care Homes in Tendring the highest number in any district in Essex and the care sector is the second highest employer in the District. With the population of over 65s projected to rise by 39% during the period (2016-31) consideration will need to be given to the needs of an ageing population to encourage independent living and provide assisted living for those who require it. Development will need to assure that accommodation for our ageing population is integrated into communities to ensure that older people do not become isolated.

The provision of housing to meet local needs is a major issue in Tendring District. Identifying the objectively assessed housing need is also an important issue. Meeting the demand for affordable housing, including allocation of sites for gypsies and travellers, will also need to be considered and met within the Plan period. It will be increasingly important to match the population growth with economic growth within the District.

There are predicted to be 8,000 (13.1%) more households in Braintree District in 2021 than in 2011, driven by population growth (see Population and Social Issues topic above) and a reduction in average household size from 2.42 persons per household in 2011 to 2.36 in 2021. The population projection

analysis carried out by Edge Analytics suggests that the dwellings projection figure for Braintree District is that there will be a need for 824 additional dwellings per annum from 2009 to 2026. The SHMA 'stock flow analysis' suggests a need range of 761 to 883 additional dwellings per annum to 2026. The 2013 housing needs survey identified a shortfall of 362 market units per annum, based on market demand and supply data. The 2013 Affordable Housing Assessment Model identified a shortfall of 399 units a year. The Council has agreed that work on the new Local Plan will proceed on the basis of an objectively assessed housing need figure for the District in the period 2014-2033 in the range of 750-950 dwellings per year.

Evidence suggests that an overall affordable housing target of 40% can be justified to be negotiated from all suitable sites within Braintree District, subject to viability. The overall affordable tenure target balance could be set at 65% for social rent (including affordable rents) and 35% intermediate housing. The SHMA also provides guidance on appropriate property size targets as follows:

Table 13: Braintree SHMA guidance on property size targets

| | 1 to 2 bedrooms | 3 to 4 bedrooms |
|-----------------------------|-----------------|-----------------|
| Social rented | 70% | 30% |
| Intermediate market housing | 65% | 35% |
| Market housing | 70% | 30% |

In relation to meeting the housing needs of older people, the SHMA also recommends that the Council considers:

- The type and quality of existing sheltered stock in meeting today's housing standards and preferences and the scale of need and demand for 648 units by 2018.
- The large future on-going requirement for 'extra care' accommodation to meet the significant growth in the number of people over 85.

Flats are considered to be the entry level stock in the District and the price for a one bedroom flat starts at £73,000. This would require an income of £19,800 and 61.4% of newly forming households earn below this amount. The need for a significant deposit has been a major factor in preventing access to the market for new forming households since 2008. 93.8% had less than £10,000 in savings and unless significant family financial support is available, these households will find it very difficult to access the local market and will be limited to the rental or intermediate market. Access to the private rented housing market is also restricted by cost.

According to the 2011 Census there were 71,634 households in Colchester. 10% were 1 bed, 27% were 2 bedrooms, 39% of households were 3 bedrooms, 17% were 4 bedrooms and just under 5% were 5 bedrooms or more. Of these, 66.3% were privately owned; 13.5% socially rented; 18.7% privately rented; 0.5% in shared ownership; and 1% living rent-free. County wide 71.4% of homes were privately owned in 2011. Average household size was 2.3 people in 2011, which is slightly less than the county, regional and national averages of 2.4 people. The average number of rooms was 5.5 according to the 2011 Census.

3.1 Housing Supply

The current trajectory for Tendring District shows that by 2033 there will be 6,115 completions (since 2015). Annual completion rates will fall significantly from 2020 below the 430 annual average rate of provision as set out in the East of England Plan (2008) which at time of writing is still a statutory planning document. As stated in Housing Trajectory and Statement of 5-Year Land Supply (2011) this reflects the fact that the sites identified in the Adopted Local Plan have been completed.

The SHLAA identifies a potential supply of 6,326 dwellings on deliverable and developable sites and 4,935 dwellings on land subject to constraints which may be overcome. A further 2,500 to 6,000 dwellings could be provided on six sites for new settlements which have been considered in the SHLAA. It will be the role of the Local Plan to identify strategic development areas for housing and the allocation of specific sites which bring forward housing supply.

In relation to potential supply, 1,061 homes have been built in 2011/12 and 2012/13. As at April 2013 1,970 homes had been granted Planning Permission on larger sites i.e 6 units or more. A further 243 are considered deliverable but do not have planning permission - these sites are phases of larger developments which were allocated in the previous Local Plan but have not yet been built. Historical evidence shows that windfall sites make a contribution to the number of annual completions, and it is forecast that in the light of available sites and planning policy, windfall sites will continue to be permitted and built in the future at a rate of 50 dwellings per year. Taking this into account this plan needs to deliver 6,286 homes on new sites. Since April 2013 a number of sites have been granted planning permission which will contribute to meeting this need.

Of the 543 new gross dwellings built during 2011/12, 254 were built on previously developed land (PDL). This was a comparatively larger number of dwellings built on PDL than recent years – the period from 2008 to 2011 had seen a decline in the proportion of new dwellings being built on PDL.

Data from Braintree District's 2013 Housing Needs Survey shows that 5,272 existing households are planning on moving to market housing in the District during the next five years, with the most popular destinations being Braintree, Bocking and Great Notley. 2,188 existing households are planning on moving to affordable housing in the District with the most popular location choices being Bumpstead, Upper Colne, Yeldham, Stour Valley North, Hedingham and Maplestead, Gosfield and Greenstead Green, Stour Valley South, and Three Colnes, followed by Braintree, Bocking and Great Notley.

In 2012/2013 there were 178 net additional dwellings (taking into account losses/demolitions) within the District. As at April 2013 the Managed Delivery Target for the District is 169 additional dwelling per annum to meet their minimum total housing requirement of 9,625 dwellings between 2001 and 2026, as set out in the Core Strategy.

The trajectory in Braintree shows that by 2026 there will be 9,625 completions across the plan period (since 2001). Projected annual completion figures will be generally lower than the completion rates reported between 2001 and 2011 but Braintree District will still exceed its minimum housing requirement by 816 dwellings or 108% for the whole plan period. This is due to supply up to 2012 substantially exceeding the annual average required to meet the overall housing requirement. Current national policy requires local planning authorities to provide a five year land supply of deliverable sites which excludes the current reporting year.

A total of 1,584 dwellings have been identified on deliverable sites over the next five years starting from

2013/14. This figure increases to 1,755 when the current year is also included. This equates to an average annual completion rate of 292 which is above the current published target of 247.

Of the 322 new gross dwellings built during 2011/12, 206 were built on previously developed land (PDL). Proportionately this is the smallest number of dwellings built on PDL since 2009/10. PDL figures no longer include dwellings built on gardens of existing dwellings following a change of definition by the Government in June 2010. The previous figures for PDL are therefore not comparable with the adjusted figures from 2009/10.

In 2011/12 this accounted for 63.98% of the total dwelling provision while the previous year dwelling completed on PDL represented 71.25% of the total provision. Under the old definition this would have been 75.78% and 77.29% respectively.

Under current policies an average of 830 dwellings are expected to be built in Colchester Borough each year. A net of 617 homes were built between 1 April 2012 and 31 March 2013. A net of 3,870 dwellings were built over the past five years (2008/9 – 2012/13), which averages 774 per annum. This is higher than any other local authority in Essex. Neighbouring Tendring and Braintree districts had an average of 278 and 339 completions per annum respectively over the previous five years. The net number of completions in Essex over the previous five years was 20,291, which averages at 4,058 per annum.

Table 14: Affordable housing supply in Tendring District (net)

| Year | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Net Completed Dwellings | 610 | 370 | - | 320 | 210 | 380 | 240 | 240 | 260 |
| Affordable Completed Housing | 20 | 70 | 30 | 140 | 20 | 160 | 70 | 10 | 10 |
| Percentage Affordable Housing Completed | 3.3% | 18.9% | - | 43.8% | 9.5% | 42.1% | 29.2% | 4.2% | 3.8% |

Table 15: Affordable housing supply in Braintree District (net)

| Year | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Net Completed Dwellings | 590 | 580 | 370 | 330 | 420 | 240 | 160 | 160 | 230 |
| Affordable Completed Housing | 240 | 110 | 140 | 140 | 150 | 70 | 100 | 100 | 170 |
| Percentage Affordable Housing Completed | 40.7% | 19.0% | 37.8% | 42.4% | 35.7% | 29.2% | 62.5% | 62.5% | 73.9% |

Table 16: Affordable housing in Colchester Borough (net)

| Year | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Net Completed Dwellings | 1,290 | 1,490 | 780 | 690 | 700 | 860 | 650 | 740 | 650 |
| Affordable Completed Housing | 160 | 290 | 140 | 260 | 190 | 380 | 130 | 70 | 260 |
| Percentage Affordable Housing Completed | 12.4% | 19.5% | 17.9% | 37.7% | 27.1% | 44.2% | 20.0% | 9.5% | 40% |

Note: - is where no data was available

Source: DCLG Live tables on house building (updated February 2016)

In 2014/15, 3.8% of the net dwelling completions, which accounts for 10 dwellings, were affordable within Tendring, as opposed to 73.9% in Braintree and 40.0% in Colchester. To date, the highest proportion of affordable housing achieved within the District was in 2009/10 at 43.8% which accounted for 140 of the total number of dwellings completed. In Braintree the highest percentage was in the years 2012/2013 and 2013/2014, of which 62.5% of new completed dwellings were affordable. Colchester saw its peak affordable housing completions of 44.2% in the year 2011/2012.

3.2 Existing Housing Stock

Table 17: Dwelling stock by tenure

| Year | Local Authority (incl. owned by other LAs) | Private Registered Provider | Other public sector | Private sector | Total |
|------------|--|-----------------------------|---------------------|----------------|------------|
| Tendring | 4.7% | 3.9% | 0.0% | 91.3% | 67,880 |
| Braintree | 0.0% | 16.4% | 0.0% | 83.6% | 63,770 |
| Colchester | 7.8% | 6.3% | 1.2% | 84.7% | 77,670 |
| Essex | 7.0% | 7.5% | 0.2% | 85.3% | 618,780 |
| England | 7.0% | 10.4% | 0.2% | 82.4% | 23,543,000 |

Source: DCLG Table 100 Dwelling Stock (2015)

The composition of dwelling stock for Tendring, Braintree and Colchester is similar to that of Essex and England with the majority of dwellings being in the private sector. However, Tendring District reported the highest proportion of stock within the private sector at 91.3% as well as a smaller proportion of Local Authority owned dwellings compared with Colchester, Essex and England at 4.7%. This is a higher difference between those figures than in Essex and England. In contrast there were proportionately fewer dwellings owned by Private Registered Providers in Tendring than any other area. Braintree has 0.0% local authority owned dwellings in the District.

Table 18: Mean dwelling prices (£)

| Administrative area | Average dwelling price |
|---------------------|------------------------|
| Tendring | £168,829 |
| Braintree | £215,851 |
| Colchester | £202,625 |
| Essex | £246,369 |
| England | £246,746 |

Source: 2013 Land Registry Data, DCLG (updated April 2014)

The average dwelling price within Tendring District is £168,829. This is significantly lower than the county

and national averages. The average dwelling prices for Essex is similar to the national average, but Tendring District is much lower. Braintree has a higher average dwelling price than Tendring and Colchester at £215,851, but is still lower than the county and national average.

Dwelling prices within Tendring District have increased by 17% since 2003, despite fluctuating between 2009 and 2013. Average house prices in Braintree and Colchester increased by higher percentages over the same time period, at 23.2% and 23.4% respectively. The average dwelling prices within Tendring, Braintree and Colchester have continuously been lower than the sub-national and national averages and the price gap has widened in recent years between the Districts average and the national average. In 2003 the average dwelling price in Tendring was £143,750 which was £46,387 less than the Essex average of £190,137 and £23,034 less than the national average of £166,784. In 2013 the difference was £77,540 and £77,917 compared with Essex and England respectively. For Braintree, the difference compared with Essex in 2003 was £15,536 and in 2013 it was £30,518. Colchester registered a larger change than Braintree, where the difference compared to Essex in 2003 was £26,048 and in 2013 was £43,744.

3.3 Housing need – Strategic Housing Market Assessment (SHMA)

The SHMA Update observed that, due to the requirement for significant deposit to access a mortgage, few households aspiring to home ownership would have access to sufficient funds to purchase a home in the District. The Update identifies a notable increase in the proportion of households in the private rented sector and a decrease in all other tenure groups with owner-occupiers with a mortgage recording the biggest fall.

Table 19: Size mix of housing requirement (per annum)

| Housing type | Count | Percentage |
|-------------------------|-------|------------|
| Market housing | | |
| 1 bedroom | 38 | 8.8% |
| 2 bedroom | 121 | 27.9% |
| 3 bedroom | 176 | 40.6% |
| 4 + bedroom | 99 | 22.8% |
| Sub-total | 434 | 100.0% |
| Shared ownership | | |
| 1 bedroom | 6 | 100.0% |
| 2 bedroom | 0 | 0.0% |

| Housing type | Count | Percentage |
|--|-------|------------|
| Market housing | | |
| 3 bedroom | 0 | 0.0% |
| 4 + bedroom | 0 | 0.0% |
| Sub-total | 6 | 100.0% |
| Affordable rented / social rented housing | | |
| 1 bedroom | 11 | 7.0% |
| 2 bedroom | 75 | 47.8% |
| 3 bedroom | 48 | 30.6% |
| 4 + bedroom | 23 | 14.6% |
| Sub-total | 157 | 100.0% |
| All housing | | |
| 1 bedroom | 55 | 9.2% |
| 2 bedroom | 196 | 32.8% |
| 3 bedroom | 224 | 37.5% |
| 4 + bedroom | 122 | 20.4% |
| Total | 597 | 100.0% |

Source: Braintree, Colchester, Chelmsford and Tendring District Councils SHMA update (Dec 2015)

The updated SHMA for Braintree, Colchester, Chelmsford and Tendring Councils indicates that the majority of market housing and affordable housing should be 2 and 3 bedroom properties. This trend is replicated when assessing all housing, with 70.3% of housing need across the Districts and Boroughs is 2 and 3 bedroom dwellings.

3.4 Homelessness

Table 20: Number of decisions and acceptances made between 2009/2010 and Q1 2015/16 in Braintree

| Year | | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Total |
|-------|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 10/11 | Decisions | 11 | 16 | 15 | 13 | 14 | 16 | 16 | 16 | 12 | 17 | 14 | 30 | 190 |
| | Acceptances | 7 | 8 | 7 | 3 | 9 | 13 | 8 | 11 | 8 | 7 | 8 | 15 | 104 |
| 11/12 | Decisions | 17 | 23 | 17 | 16 | 22 | 24 | 11 | 11 | 19 | 11 | 19 | 19 | 209 |
| | Acceptances | 11 | 17 | 14 | 12 | 12 | 7 | 6 | 9 | 16 | 8 | 13 | 12 | 137 |
| 12/13 | Decisions | 18 | 12 | 15 | 21 | 31 | 13 | 29 | 18 | 14 | | 15 | 16 | 221 |
| | Acceptances | 11 | 10 | 12 | 16 | 24 | 9 | 19 | 13 | 9 | 15 | 12 | 14 | 164 |
| 13/14 | Decisions | 19 | 21 | 15 | 23 | 16 | 22 | 23 | 16 | 18 | 17 | 15 | 26 | 231 |
| | Acceptances | 12 | 18 | 10 | 16 | 13 | 14 | 17 | 8 | 13 | 13 | 12 | 20 | 166 |
| 14/15 | Decisions | 24 | 20 | 28 | 21 | 10 | 7 | 20 | 18 | 12 | 15 | 9 | 22 | 206 |
| | Acceptances | 20 | 15 | 21 | 8 | 7 | 5 | 14 | 12 | 8 | 10 | 6 | 14 | 140 |
| 15/16 | Decisions | 9 | 9 | 7 | | | | | | | | | | 25 |



| Year | | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Total |
|------|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| | Acceptances | 3 | 3 | 3 | | | | | | | | | | 9 |

Source: Braintree District Council Homelessness Strategy Statistical Update Q1 2015/16 (June 2015)

The number of homeless people accepted in Braintree District in 2014/15 was 140. This is the third lowest figure across the study period with the lowest being the three previous years (2010/11 and 2011/12) at 104 and 137 homeless acceptances. Homelessness acceptances decreased from the previous year by 26, and early statistics from the first quarter of 2015/16 indicate there is likely to be a further reduction when the statistics for this year are completed.

Table 21: Housing options service statistics in Tendring District

| Year | Number of Approaches | Housing Advice | Homelessness Prevention | Homelessness Applications | Homelessness Acceptances |
|---------|----------------------|----------------|-------------------------|---------------------------|--------------------------|
| 2009/10 | 2099 | 1306 | 593 | 200 | 67 |
| 2010/11 | 2110 | 1461 | 485 | 164 | 75 |
| 2011/12 | 1862 | 1302 | 408 | 152 | 70 |
| 2012/13 | 1702 | 1255 | 337 | 110 | 45 |
| 2013/14 | 1774 | 1231 | 456 | 87 | 24 |

Source: Tendring Homelessness Strategy 2009-2014 statistical update

Following an increase in homeless acceptances in 2010/11, numbers have begun to fall steadily within Tendring District, with 2013/14 seeing the lowest number in the last 6 years of 24 acceptances. This is in contrast with national increases in homelessness acceptances.

During the 2013/14 financial year, there was a 23% decrease in the number of homelessness applications to the council. This follows the national trend as 111,960 applications were made to local authorities during 2013/14 which is a decrease of 1% from 113,520 in 2012/13.

In 2014/15 the number of applications in Colchester increased by 23% to 342 (the same total as 2012/13). Between 1 January and 31 March 2015, local housing authorities in England received 27,640 applications; this is 2 per cent higher than in the corresponding quarter in 2014.

The number of acceptances has also decreased by 22% in 2013/14 from the previous year. This is also in line with the national trend as during the 2013/14 financial year, 52,270 households were accepted by local authorities as being owed the main homelessness duty. This is a decrease of 3 per cent from 53,770 in 2012/13.

The 28% increase in acceptances in the last financial year 2014/15, almost mirrors the number of acceptances in 2012/13. In England there were 54,430 acceptances in financial year 2014-15, up 4 per cent from 52,290 in 2013-14.

Over the last 3 years there has been a significant reduction in the number of 16/17 year olds being accepted as homeless. Early intervention and prevention options have been developed for young people at risk of becoming homeless in the Borough.

(Source: Colchester Borough Council Homelessness Strategy Evidence Base update 2015)

3.5 Gypsy and Traveller Accommodation

Table 22: Gypsy and Traveller Count for Tendring District

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| Tendring | | Authorised sites (with planning permission) | | | | Unauthorised sites (without planning permission) | | | | Total all caravans |
|----------|-------|---|-------------------------------|-------------------------------|----------------------|--|--|-------------|-----------------|--------------------|
| | | | Private caravans | | | Number of caravans on own land | Number of caravans on land not owned by Travellers | | | |
| Year | Month | Socially rented caravans | Temporary planning permission | Permanent planning permission | All private caravans | “Tolerated” | “Not tolerated” | “Tolerated” | “Not tolerated” | |
| 2014 | Jan | 0 | 0 | 26 | 26 | 1 | 1 | 0 | 0 | 28 |
| | Jul | 0 | 0 | 26 | 26 | 0 | 2 | 0 | 14 | 42 |
| 2015 | Jan | 0 | 0 | 26 | 26 | 1 | 1 | 0 | 0 | 28 |
| | Jul | 0 | 0 | 26 | 26 | 0 | 2 | 0 | 0 | 28 |
| 2016 | Jan | 0 | 0 | 26 | 26 | 1 | 1 | 0 | 0 | 28 |

Source: DCLG Gypsy and Traveller Caravan Count (Jan 2016) Note: some figures include imputation. This is due to one of the following reasons: Local Authority non-response / Incomplete returns / Unable to carry out count due to not being able to access site

Table 23: Gypsy and Traveller Count for Braintree District

| Braintree | | Authorised sites (with planning permission) | | | | Unauthorised sites (without planning permission) | | | | Total all caravans |
|-----------|-------|---|-------------------------------|-------------------------------|----------------------|--|--|-------------|-----------------|--------------------|
| | | | Private caravans | | | Number of caravans on own land | Number of caravans on land not owned by Travellers | | | |
| Year | Month | Socially rented caravans | Temporary planning permission | Permanent planning permission | All private caravans | “Tolerated” | “Not tolerated” | “Tolerated” | “Not tolerated” | |
| 2014 | Jan | 40 | 0 | 26 | 26 | 0 | 29 | 0 | 0 | 95 |
| | Jul | 40 | 0 | 39 | 39 | 21 | 0 | 0 | 0 | 100 |
| 2015 | Jan | 40 | 0 | 25 | 25 | 29 | 0 | 0 | 0 | 94 |
| | Jul | 40 | 0 | 65 | 65 | 0 | 0 | 0 | 15 | 120 |
| 2016 | Jan | 44 | 0 | 67 | 67 | 0 | 0 | 0 | 0 | 111 |

Source: DCLG Gypsy and Traveller Caravan Count (Jan 2016) Note: some figures include imputation. This is due to one of the following reasons: Local Authority non-response / Incomplete returns / Unable to carry out count due to not being able to access site



Table 24: Gypsy and Traveller Count for Colchester Borough

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| Braintree | | Authorised sites (with planning permission) | | | | Unauthorised sites (without planning permission) | | | | Total all caravans |
|-----------|-------|---|-------------------------------|-------------------------------|----------------------|--|--|-------------|-----------------|--------------------|
| | | | Private caravans | | | Number of caravans on own land | Number of caravans on land not owned by Travellers | | | |
| Year | Month | Socially rented caravans | Temporary planning permission | Permanent planning permission | All private caravans | “Tolerated” | “Not tolerated” | “Tolerated” | “Not tolerated” | |
| 2014 | Jan | 0 | 0 | 38 | 38 | 2 | 0 | 0 | 0 | 40 |
| | Jul | 0 | 0 | 33 | 33 | 2 | 0 | 0 | 8 | 43 |
| 2015 | Jan | 0 | 0 | 36 | 36 | 1 | 7 | 0 | 0 | 44 |
| | Jul | 0 | 0 | 50 | 50 | 7 | 0 | 0 | 0 | 57 |
| 2016 | Jan | 0 | 0 | 49 | 49 | 6 | 0 | 0 | 0 | 55 |

Source: DCLG Gypsy and Traveller Caravan Count (Jan 2016) Note: some figures include imputation. This is due to one of the following reasons: Local Authority non-response / Incomplete returns / Unable to carry out count due to not being able to access site

4. Population and Society

4.1 Population

5,803 households migrated into Braintree District from outside the area over the last three years. The highest proportion had moved from Chelmsford (9.6%), followed by 9.0% who had moved from elsewhere in the UK and 7.4% from elsewhere in Essex; only 1.4% had migrated in from abroad. Out-migration from the District was mainly to elsewhere in the UK; the main reasons for leaving the District were family reasons and employment / access to work. In terms of migration patterns from Census 2001 and ONS 2011 data, the main in and out migration to and from the District was in Chelmsford, Colchester, Uttlesford and Greater London.

The predominant ethnic group in Tendring is White British with 97.6% of the population describing themselves as such. The ethnic minority population was 2.4% which in terms of numbers equates to a population of approximately 3,358 people. This is lower than both the estimates for both the East of England and Essex.

The increase in population within Tendring is the catalyst for a number of other sustainability issues within the District within the Plan period. These include additional pressure on public services such as education, health and transport. The additional housing will also promote environmental and climate change pressures.

As well as an overall increase in population over the Plan period, we can also expect to see an ageing population within Tendring District. This will also increase pressure on health provision and the care industry.

The predominant ethnic group in Colchester is White British with 87.5% of the population describing themselves as such. The ethnic minority population was 12.5% which is lower than the national average of 20.2% but higher than the Essex average of 9.2%.

Table 25: Population

| | 2001 | 2014 | % change |
|-----------------|------------|------------|----------|
| Tendring | 138,800 | 139,900 | 0.79% |
| Braintree | 132,500 | 150,000 | 11.67% |
| Colchester | 156,000 | 180,400 | 13.53% |
| East of England | 5,400,500 | 6,018,400 | 10.27% |
| Great Britain | 57,424,200 | 62,756,300 | 8.50% |

Source: Based on 2014 mid-year population estimates from ONS

Tendring District has an estimated population of 139,900. Since 2001 the population has grown at a significantly lower rate than that of the region and the country. At 0.79% it is considerably below the

national population growth rate of 8.50%. Braintree and Colchester have populations that are growing at much faster rates. At 11.67% and 13.53% respectively, they are significantly higher than the average for Great Britain and are above the average for the region as well.

Table 26: Population age structure

| | Tendring | Braintree | Colchester | Essex | UK |
|--------------------|----------|-----------|------------|--------|--------|
| Persons aged 0-4 | 5.10% | 6.07% | 6.37% | 6.00% | 6.29% |
| Persons aged 5-14 | 10.02% | 10.76% | 11.15% | 11.44% | 11.48% |
| Persons aged 15-19 | 5.62% | 5.80% | 5.97% | 5.89% | 5.96% |
| Persons aged 20-44 | 23.21% | 30.13% | 35.14% | 30.37% | 33.25% |
| Persons aged 45-64 | 26.95% | 27.18% | 24.24% | 26.41% | 25.34% |

Source: Based on 2014 mid-year population estimates from ONS

The majority of Tendring District's population are adults above the age of 65 years. The age bracket 45-64 is in line with the county and national averages as well as the percentages for people aged 15-19. However, the district has a much higher proportion of people aged between 20-44 and 45-64 years than children and teenagers. Similar trends are apparent in Braintree and Colchester, where the number of young children and teenagers is lower than adults. However, in Braintree the largest proportion of the population are in the 20-44 age bracket. The proportion of people in this bracket for Colchester is by far the highest, with a much smaller population aged 65 and over compared with the other Districts.

Table 27: Population projections

| | 2015 | 2017 | 2027 | 2039 | Percentage change (2015 – 2039) |
|------------|------------|------------|------------|------------|---------------------------------|
| Tendring | 140,000 | 142,000 | 152,000 | 166,000 | 15.66% |
| Braintree | 151,000 | 153,000 | 164,000 | 176,000 | 14.20% |
| Colchester | 183,000 | 187,000 | 205,000 | 222,000 | 17.57% |
| Essex | 1,443,000 | 1,465,000 | 1,587,000 | 1,719,000 | 16.06% |
| England | 54,780,000 | 55,640,000 | 59,493,000 | 63,282,000 | 13.44% |

Source: ONS Population Projections (May 2016)

The population of Tendring District is projected to increase to 166,000 by 2039 which represents a 15.66% growth on the 2015 population figures. This percentage change is in line with than sub regional

growth figures but above national figures. Braintree has a growth rate of below the national average, with the population growing from 151,000 to 176,000 at a rate of 14.20%. Colchester has the highest growth rate, above that of the other districts and the county and national average. It is projected to increase from 183,000 to 222,000 at a rate of 17.57%.

Table 28: Population projections for Tendring based on broad age groups

| Broad Age Groups | 2015 | 2017 | 2027 | 2039 |
|------------------|--------|--------|--------|--------|
| Children | 21,000 | 22,000 | 23,000 | 25,000 |
| Working Age | 78,000 | 78,000 | 79,000 | 80,000 |
| Older people | 41,000 | 42,000 | 50,000 | 62,000 |

Table 29: Population projections for Braintree based on broad age groups

| Broad Age Groups | 2015 | 2017 | 2027 | 2039 |
|------------------|--------|--------|--------|--------|
| Children | 28,000 | 28,000 | 28,000 | 29,000 |
| Working Age | 97,000 | 95,000 | 98,000 | 97,000 |
| Older people | 31,000 | 31,000 | 41,000 | 51,000 |

Table 30: Population projections for Colchester Borough based on broad age groups

| Broad Age Groups | 2015 | 2017 | 2027 | 2039 |
|------------------|---------|---------|---------|---------|
| Children | 33,000 | 33,000 | 39,000 | 38,000 |
| Working Age | 119,000 | 122,000 | 128,000 | 136,000 |
| Older people | 32,000 | 34,000 | 40,000 | 49,000 |

Note: Children (0-14), Working age (15-64), Older people (65 and over)

Source: ONS Population Projections (May 2016)

The population within Tendring is projected to increase overall, but with a higher increase in the population of older people. Categorised as aged 65 years and over, there is projected to be 62,000 older people by 2039. Braintree District is also expected to see a much higher increase in population aged over 65 than the other age brackets. By 2039 the projected number of children in Tendring is 25,000 and Braintree is 29,000 compared with 62,000 and 51,000 aged 65 and over respectively, meaning that the

population will be an aging one and will likely result in changing requirements of the District's residents. Colchester however, has a strong majority of people of working age, and growth in all age brackets is expected at similar rates to result in the most stable population structure of the three Districts.

Table 31: Household projections

| | 2012 | 2017 | 2022 | 2027 | 2032 | 2037 | Percentage change (2012-2037) |
|----------|------------|------------|------------|------------|------------|------------|-------------------------------|
| Tendring | 62,311 | 64,596 | 67,646 | 71,163 | 74,814 | 78,349 | 20.5% |
| Essex | 588,272 | 617,169 | 647,933 | 678,445 | 708,556 | 737,634 | 20.2% |
| England | 22,304,760 | 23,396,215 | 24,505,101 | 25,578,405 | 26,604,790 | 27,548,270 | 19.0% |

Source: ONS (Projections are based on revised 2012), updated December 2015

Household projections are 2012 based and are linked to the 2012 based population projections. In 2012 there were estimated to be 62,311 households within Tendring and by 2037 this is projected to increase by 20.5% to 78,349. This proportional increase is marginally above the county projected increase of 20.2% and more substantially above the national increase of 19.0%.

4.2 Education

There are 47 maintained schools in Tendring District, 40 primary schools and 7 secondary schools. There are 2 adult education centres offering a range of courses from beauty therapy and arts and crafts to training courses aimed at the business community.

Essex County Council has a statutory responsibility to ensure there are sufficient school places available every year, that there is diversity across the school system and parental preference is maximised. Commissioning School Places in Essex 2015-2020 sets out the requirement, supply and demand for places in maintained primary and secondary schools to 2020 and is updated annually to ensure projections of demand and capacity are as accurate as possible.

In 2015 there were 9,893 primary school pupils and 8,328 secondary school pupils. In 2013, the 6 schools providing sixth form education had 1,307 pupils over the age of 16.

Based on 2013 numbers, overall pupil numbers in secondary schools in Clacton are predicted to decline in the period 2013/18 to 8,000 (7.1% decrease) with housing 8,395 (2.5% decrease). However, demand for year 7 places in Clacton is forecast to increase from 2017/2018 onwards once pupils from anticipated new housing are included in the forecast. Pupil numbers in secondary schools/academies in the rest of the District are forecast to remain stable. The impact of any new housing in the locality of these schools will be closely monitored to ensure there are sufficient school places to meet any increase in demand.

Essex County Council Education Authority state that the numbers of primary and secondary pupils will increase up to 2018. These increases are significant and will have knock-on impacts in terms of sustainability. These impacts include increased vehicle movements which increase carbon dioxide

emissions, further pressure on health and the implicit pressure on the education system.

In Colchester, there are 79 maintained schools: 64 primaries, 11 secondaries and 4 special schools. There are 2 higher education colleges, Colchester Sixth Form College and the Colchester Institute, plus the University of Essex, making the Borough a major educational base with visiting students significantly adding to the diversity of the population. The provision of day care, nursery education and out-of-school care remains an issue for the Borough, with there being more demand than formal supply.

In the Stanway area there should be sufficient capacity overall to meet demand in the next three years. However, as the new housing developments planned progress there is likely to be pressure on school places and plans will be developed with the local schools to increase provision in the locality. ECC will have access to a new school site on commencement of phase three of the Lakelands development, if required. A consultation has commenced on proposals to increase provision at Monkwick Infant and Junior Schools, Montgomery Infant and Junior Schools and a further expansion of St John's Green Primary School. St George's New Town Junior School will increase its intake to 90 from 2014. In the Tiptree planning group there were 22% surplus places with two of the schools having more than 50% surplus places in school year 2012/13. Funding has been secured for a new 2 form entry school in Braiswick from 2015 and Essex County Council are currently seeking sponsors for a 420 pupil school on the Severalls development.

Year 7 intakes in Colchester are forecast to rise significantly from September 2017 onwards and two options will be explored to provide the additional places required: to expand an existing and high performing and popular school/ academy through the use of the Alderman Blaxill site, or to develop new provision such as a Free School or Academy on this site.

Table 32: Number attending and capacity of schools in Tendring District

| | Net capacity 2015/16 | Number on roll (2016) | Surplus/deficit 2015/16 | Forecast number on roll 2020/21 | Forecast surplus/deficit 2020/21 including adjustment for new housing |
|---------------------|-------------------------|--------------------------|----------------------------|---------------------------------------|--|
| Primary School | 10,242 | 10,111 | 131 | 10,214 | -480 |
| Secondary School | 9,156 | 8,306 | 850 | 8,886 | -407 |
| Special School | - | 351 | 6 | - | - |

Table 33: Number attending and capacity of schools in Braintree District

| | Net capacity 2015/16 | Number on roll (2016) | Surplus/deficit 2015/16 | Forecast number on roll 2020/21 | Forecast surplus/deficit 2020/21 including adjustment for new housing |
|---------------------|-------------------------|--------------------------|----------------------------|---------------------------------------|--|
| Primary School | 13,131 | 11,917 | 1,214 | 11,801 | 985 |
| Secondary School | 8,958 | 7,450 | 1,508 | 7,772 | 901 |
| Special School | - | 223 | 2 | - | - |

Table 34: Number attending and capacity of schools in Colchester Borough

| | Net capacity 2015/16 | Number on roll (2016) | Surplus/deficit 2015/16 | Forecast number on roll 2020/21 | Forecast surplus/deficit 2020/21 including adjustment for new housing |
|---------------------|-------------------------|--------------------------|----------------------------|---------------------------------------|--|
| Primary School | 15,884 | 14,691 | 1,193 | 15,909 | 643 |
| Secondary School | 10,946 | 10,039 | 907 | 11,825 | -700 |
| Special School | - | 333* | 10* | - | - |

*Ramsden Hall Annexe, Langham, closed on 31 March 2015. Langham Oaks School opened on the same site on 1 April 2015.

Note: some datasets for Special Schools are missing from the Commissioning School Places in Essex report.

Source: Commissioning School Places in Essex 2015-2020 (Data Supplements).

School age population numbers are projected to grow relatively slowly and school capacity within Tendring is expected to be insufficient to accommodate children in the District. Primary schools are predicted to have a deficit of 480 places for the 2020/21 academic year. Secondary schools are predicted to have a deficit of 407 for the same time period including adjustments made to take account of the numbers of primary and secondary pupils it is anticipated will be produced by new housing.

Braintree has a surplus of places available for primary and secondary school level education and the

forecast figures suggest that the trend will continue including adjusting for new housing in the District. Colchester is in contrast with this. The forecasts including adjustments for new housing indicate there will be a deficit of places within the Borough in secondary schools despite adequate provision to accommodate the projected demand in primary school places.

All districts and boroughs registered a surplus of places in special schools, although this surplus was marginal in every case. Tendring has a surplus of 6 places in special schools, whereas Braintree registered a surplus of 2 and Colchester has a surplus of 10.

Table 35: Key Stage 4 – GCSE or equivalent

| | All Pupils at the end of KS4 achieving 5+ A* - C | All Pupils at the end of KS4 achieving 5+ A* - G | All Pupils at the end of KS4 achieving 5+ A* - C including English and Mathematics | All Pupils at the end of KS4 achieving 5+ A*-G including English and Mathematics |
|-----------------|--|--|--|--|
| Tendring | 58.0% | 91.5% | 46.6% | 89.2% |
| Braintree | 62.8% | 95.5% | 51.7% | 90.2% |
| Colchester | 71.5% | 95.6% | 64.6% | 93.7% |
| Essex | 67.0% | 94.3% | 58.4% | 92.0% |
| East of England | 66.7% | 94.7% | 58.2% | 92.5% |
| England | 66.5% | 94.3% | 57.3% | 91.7% |

Source: Department for Education, (2014/15)

At 58.0% a lower proportion of pupils within Tendring attained five or more A*-C grades at key stage 4 (KS4) than the county, regional and national equivalent. Braintree and Colchester both registered higher than Tendring for this statistic, and Colchester is higher than the county, region and nation for the percentage of pupils achieving 5+ a*-C grades.

46.6% of pupils who gained five or more A*-C grades did so including English and Mathematics in Tendring, which is considerably less the national proportion of 57.3%. Again, Braintree and Colchester had higher percentages of people achieving 5+ * - C grades including Mathematics and English than Tendring, at 51.7% and 64.6% respectively. The proportion of pupils attaining five or more A*-G grades was also below the national figure for Tendring, however Braintree and Colchester had a higher percentage than the county, regional and national figures.

Table 36: Adult qualifications

| | NVQ4 and above | NVQ3 and above | NVQ2 and above | NVQ1 and above | Other qualifications |
|-----------------|----------------|----------------|----------------|----------------|----------------------|
| Tendring | 13,800 | 33,100 | 48,300 | 63,100 | 3,400 |
| | 18.2% | 43.7% | 63.9% | 83.5% | 4.5% |
| Braintree | 26,700 | 46,900 | 66,600 | 79,800 | 6,100 |
| | 28.8% | 50.5% | 71.7% | 86.0% | 6.5% |
| Colchester | 43,300 | 67,700 | 88,900 | 99,500 | 6,900 |
| | 37.8% | 59.2% | 77.7% | 87.0% | 6.1% |
| East of England | 34.8% | 53.5% | 72.4% | 85.9% | 6.6% |
| Great Britain | 38.2% | 56.9% | 74.3% | 85.3% | 6.6% |

Note: N/A where the sample size is too small to provide a reliable estimate

Source: NOMIS, Jan 2016-Dec 2016

The population of Tendring District has in general fewer qualifications than the overall sub-national and national populations. 83.5% of the working age population of Tendring District which accounts for 63,100 people are qualified to at least level 1 or higher compared to 85.3% across Great Britain. Braintree is lower than Colchester at 86.0% and Tendring is the lowest of the three Districts. Both Braintree and Colchester are above the regional and national average for the percentage of the population with qualifications at NVQ1 or higher. Level 1 represents foundation GNVQ, NVQ 1 or up to 5 GCSEs at grades A*-C.

The most significant difference is that Tendring has comparatively lower proportions of the population qualified at Level 3 and above than the regional and national averages, with 43.7% of the population having attained at least 2 or more A levels, advanced GNVQ, NVQ 3 or equivalent (level 3) and 18.2% achieving a higher national diploma, degree and higher degree level or equivalent (level 4). Similarly, Braintree is lower than the region and nation for the same education levels, with 50.5% at NVQ3 or above and 28.8% at NVQ4 or above. Colchester however, is higher than the East of England and Great Britain at 59.2% with NVQ3 or above and 37.8% with NVQ4 or above.

4.3 Quality of Life

The overall count of instances of crime in Braintree District has increased between December 2015 and December 2016, increasing by 593 which is an 8.9% increase. The largest increase is in miscellaneous crimes against society which has increased by 41.6%. Tendring registered an increase of 1,536 which is a 16.4% increase. Colchester registered a smaller increase of 362 additional crimes in the borough representing a 3.0% rise in crime levels. Instances of crime across Essex increased by 9,734 which represents a 9.0% increase, significantly below that of Tendring, in line with Braintree and above Colchester.

According to ONS figures crime in Tendring District has risen in recent years by over 16%. With an increasing population, it may be that this figure will continue to rise. Planning can play a big part in kerbing this increase through developments that design out crime.

Increases in crime were apparent across all crime types with the exception of all theft offences barring bicycle theft, fraud offences, homicide and theft from the person. In Colchester, increases in crime were avoided in bicycle theft, criminal damage and arson, domestic burglary, drug offences, fraud offences, non-domestic burglary, shoplifting and theft from the person where counts either decreased or stagnated. In Braintree, decreases or plateaus were registered for bicycle theft and all other theft offences, drug offences, fraud offences, homicide, non-domestic burglary, sexual offences and theft from the person.

The community has access to a wide range of Council-run services including three leisure centres with swimming pools, sports centres, recreation grounds, country parks and the Princes Theatre, with an 820 seat auditorium which hosts local events as well as attracting national and international entertainers.

In Colchester, the community has access to a wide range of Council-run services and facilities, including those owned by the 31 Parish Councils in the Borough. Facilities include country parks at Cudmore Grove in East Mersea and High Woods in Colchester, a leisure centre including swimming pools and four multi-activity centres, and a 10,000 seat capacity football stadium.

Table 37: Indices of Multiple Deprivation 2015

| Essex rank | Extent | Local concentration | Average score | Average rank |
|------------|----------------|---------------------|----------------|----------------|
| 1 | Tendring 70 | Tendring 40 | Tendring 50 | Tendring 49 |
| 2 | Southend 79 | Southend 63 | Southend 90 | Harlow 71 |
| 3 | Basildon 81 | Basildon 83 | Basildon 98 | Southend 105 |
| 4 | Thurrock 144 | Thurrock 146 | Harlow 101 | Thurrock 111 |
| 5 | Harlow 148 | Colchester 161 | Thurrock 125 | Basildon 113 |
| 6 | Colchester 167 | Castle Point 170 | Colchester 182 | Colchester 185 |

| Essex rank | Extent | Local concentration | Average score | Average rank |
|------------|-------------------|---------------------|-------------------|-------------------|
| 7 | Castle Point 185 | Harlow 176 | Castle Point 187 | Castle Point 187 |
| 8 | Chelmsford 217 | Chelmsford 211 | Braintree 202 | Braintree 197 |
| 9 | Braintree 229 | Braintree 229 | Epping Forest 205 | Epping Forest 199 |
| 10 | Epping Forest 231 | Epping Forest 231 | Maldon 216 | Maldon 204 |
| 11 | Maldon 249 | Maldon 239 | Chelmsford 256 | Chelmsford 261 |
| 12 | Rochford 251 | Rochford 254 | Rochford 281 | Rochford 285 |
| 13 | Brentwood 299 | Brentwood 283 | Brentwood 297 | Brentwood 294 |
| 14 | Uttlesford 302 | Uttlesford 321 | Uttlesford 300 | Uttlesford 297 |

Note: The number alongside each authority's name is that authority's national rank for that measure. The smaller the rank the more deprived the local authority.

Source: DCLG, September 2015

Tendring has the highest level of deprivation for a local authority within Greater Essex. Of the 326 local authorities within England, Tendring ranks within the top 25% for extent and the top 16% for the remaining three measures –local concentration, average score and average rank. Braintree and Colchester are less deprived, with Colchester ranking 6th in Essex on average and Braintree less deprived ranking 8th in Essex on average.

Deprivation is measured on a small scale with local authorities divided in small areas known as Lower Super Output Areas (LSOAs) which have an average of 1,500 people, a minimum of 1,000 and are sub-divisions of wards. There are 32,482 LSOAs in England. Extent is the proportion of a local authority district's population living in the most deprived Local Super Output Areas (LSOAs) in the country. Local concentration refers to 'hot spots' of deprivation by reference to a percentage of the local authority districts population. Average Score is the population weighted average of the combined scores for the LSOAs in a local authority district and average Rank is the population weighted average of the combined ranks for the LSOAs in a local authority district.

St Anne's Estate in St Anne's ward and Magnolia in St Andrew's ward were the small areas with the highest levels of deprivation in Colchester according to the Colchester Local Plan Sustainability Appraisal Scoping Report (2014). The least deprived small area in Colchester was Bergholt in West Bergholt and Eight Ash Green ward, followed by Wivenhoe Park in Wivenhoe Cross ward. 29 of the 104 small areas in Colchester were ranked in the 20% least deprived in England. In both 2007 and 2010 income domain, there were 28 small areas in Colchester which fell into the top 40% most deprived nationally. In both years, St Anne's Estate in St Anne's ward was the only small area ranked in the top 10% most income deprived nationally..

5. Health

The health of the population in Braintree District is generally better than the England average, but is significantly worse than the England average in respect of road injuries and deaths and hip fractures in the over 65s.

Braintree Council provides Careline, a subscription based service, which provides support to elderly, infirm or disabled clients, or people of any age living alone, who want to live independently in their own homes. Through a system of alarm buttons and sensors clients have access to 24/7 support, advice and assistance. The Council and the Careline Service have signed a service agreement with the Essex County Fire and Rescue Service to support the residents of the District. During Careline assessment appointments residents will be asked if they want a home visit from the Fire Service and, during Home Safety Visits, the Fire Service will enquire whether residents wish to be referred to Careline.

In 2015 there were 2,242 live births in Colchester. Only Basildon District had a higher number of births than Colchester (2,457). Braintree and Tendring registered fewer live births with 1,607 and 1,340 respectively. The total number of births in Essex in 2015 was 16,335.

5.1 Life Expectancy and Health

Table 38: Life expectancy

| Area | 2012-2014 | |
|-----------------|-----------|---------|
| | Males | Females |
| Tendring | 78.7 | 82.0 |
| Braintree | 80.1 | 83.4 |
| Colchester | 80.0 | 83.5 |
| East of England | 80.4 | 83.8 |
| England | 79.5 | 83.2 |

Source: DCLG, 2015

Life expectancy of residents within Tendring is lower than the national averages. Braintree and Colchester have higher life expectancies for men and women than the national figures, but are both below the regional figures. In general, life expectancy is increasing within the Districts and nationwide. Colchester has the highest life expectancies of the three Districts for women, at 83.5 and Braintree has the highest for men at 80.1. The implications of this will mean that as people live longer there will be increased pressure on services for the elderly.

**Table 39: Incapacity benefit and severe disablement allowance claimants**

| | Tendring | | Colchester | | Braintree | | East of England | Great Britain |
|--|----------|-------|------------|-------|-----------|-------|-----------------|---------------|
| Total population | 139,900 | N/A | 180,400 | N/A | 150,000 | N/A | 6,018,400 | 62,756,300 |
| Total claiming out-of-work benefits | 2,070 | 2.7% | 1,490 | 0.8% | 1,040 | 0.7% | 1.2% | 1.8% |
| Total receiving severe disability allowance / incapacity benefit | 530 | 0.4% | 390 | 0.2% | 370 | 0.3% | 0.2% | 0.3% |
| Males claiming benefits | 240 | 45.3% | 180 | 46.2% | 160 | 43.2% | 43.1% | 44.7% |
| Females claiming benefits | 290 | 54.7% | 210 | 53.8% | 220 | 59.5% | 57.0% | 55.3% |
| Claimants aged 18-24 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 0.1% |
| Claimants aged 25-49 | 120 | 22.6% | 110 | 28.2% | 140 | 37.8% | 35.4% | 35.2% |
| Claimants aged 50+ | 410 | 77.4% | 270 | 69.2% | 290 | 78.4% | 64.7% | 64.8% |

Note: N/A is when the sample size is too small for a reliable estimate. Percentages may not equal 100% in total due to rounding.

Source: Department for Work and Pensions, November 2015 and ONS 2016

A percentage of 0.4% of the total population of Tendring District claim either incapacity benefit or severe disability allowance. This is double the percentage of the population in the region claiming the same benefits and 50% more than the national figure. Colchester is in line with the regional average and below the national at 0.2% and Braintree is above the regional and in line with the national figures at 0.3%.

In general, a higher proportion of women claim benefits than men. This is more apparent at the national level where 55% of claimants are women and 45% are men, in line with the trends for Tendring District, Braintree District and Colchester Borough. With regards to age, the highest proportion of claimants in Tendring is aged 50+, followed by those within the age group 25-49 at 77.4% and 22.6% respectively. In Braintree, people aged 50+ and 25-49 accounted for 78.4% and 37.8% of claimants respectively and in Colchester, 69.2% of claimants were aged 50 or over and 28.2% were aged 25-49. Tendring, Braintree and Colchester were above the regional and national averages for claimants aged 50+, but Tendring and Colchester had a smaller percentage of claimants aged 25-49 than Braintree, the region and the country.

Table 40: Estimated prevalence of excess weight in children

| | Children (aged4-5) |
|-----------------|--------------------|
| Tendring | 21.2% |
| Braintree | 21.1% |
| Colchester | 18.8% |
| Essex | 20.9% |
| East of England | 20.9% |
| England | 22.1% |

Source: NHS Digital, National Child Measurement Programme, Public Health England (2015/16 data).

Child obesity within Tendring District is considered by the National Centre for Health Outcomes Development to be worse than the corresponding county and regional averages. The prevalence of excess weight in children within the District is 21.2% which is higher than the county average of 20.9% but below the national average of 22.1%. Braintree also has a higher prevalence of excess weight in children than the Essex and regional average but is below the national level. Colchester has a lower prevalence compared with all other levels at 18.8%.

5.2 Physical Activity and Open Space

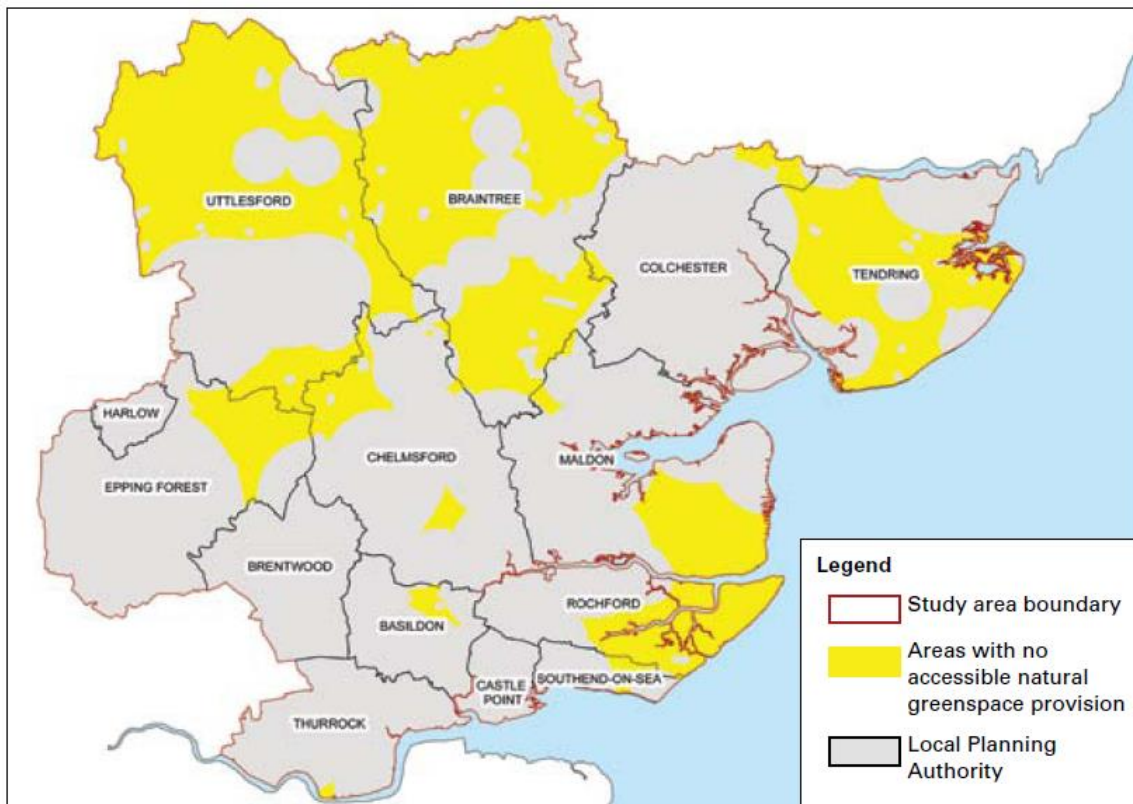
Table 41: Adult participation in sport at least once a week

| | Active people survey 7 – Oct 2013 | Active people survey 8 – Oct 2014 | Active people survey 9 – Oct 2015 |
|-----------------|--------------------------------------|--------------------------------------|--------------------------------------|
| Tendring | 29.4% | 29.4% | 26.7% |
| Braintree | 34.4% | 32.7% | 33.0% |
| Colchester | 35.2% | 36.9% | 36.8% |
| Essex | 36.8% | 35.7% | 34.8% |
| East of England | 35.9% | 35.6% | 35.6% |
| England | 36.6% | 36.1% | 35.8% |

Source: Sport England Active People Survey 7, 8 and 9 (October 2015)

The proportion of adults participating in sport at least once a week has decreased in the most recent survey at the county and national levels. In Tendring District, this trend is also apparent with 26.7% of those in the survey active in sport between October 2014 and October 2015, a 2.7% reduction on the previous year. Colchester registered a 0.1% reduction on the previous year and participation in Braintree increased by 0.3%, although the most recent figure is 1.4% lower than APS7 in October 2012-October 2013.

Accessible Natural Greenspace Standard (ANGSt) created by Natural England sets out the minimum amount of accessible natural greenspace that any household should be within reach of. Analysis of Accessible Natural Greenspace Provision for Essex (2009) showed that only 7% of Essex households met all the ANGSt requirements while 14% didn't meet any. According to the report, "the areas that fare the worst according to the ANGSt criteria are the more rural parts of the county; although there may be greenspace surrounding rural inhabitants, there is often limited official public access beyond the footpath network".

Figure 3: Accessible Natural Greenspace in Essex

Source: Diagram taken from Analysis of Accessible Natural Greenspace Provision for Essex (2009)



6. Transport

Accessibility by public transport or walking to key services and educational facilities is improved considerably within and in close proximity to the three main towns of Braintree, Halstead and Witham. Just over half of residents live in these three main urban areas, leaving a substantial proportion living in rural areas where the private car is often the main means of transport. As such the private car is the most common means of getting to work and levels of private vehicle ownership are high.

Public transport networks in the towns are adequate during the day on weekdays but during the evening and in rural areas, the availability of public transport can be limited. This can make it difficult for those without access to a car to access key services and facilities, including the less well-off and the District's growing elderly population. Cycle networks are fragmented and mainly available in Witham and Braintree towns.

The major road routes in the District are the A120 and A12. Rail services between Braintree town and London are infrequent, being constrained by its location on a single track branch line.

Stansted Airport is located within Uttlesford District but it is a major employer of Braintree District residents and it is therefore a major cause of out-commuting, with potential negative effects on road congestion and road traffic-related air pollution and greenhouse gas emissions. The airport plans to address these issues by improving the attractiveness of public transport to the airport for both staff and passengers, for example offering discounted travel opportunities and working with bus, coach and rail operators to provide scheduled services that match working patterns where possible.

Tendring District is connected to a network of major roads via the A120, A133 and A137, which provide routes to Chelmsford, London, the M25, Stansted Airport and the Port of Felixstowe.

Transportation provision in the District includes 14 railway stations with connections to Colchester, Chelmsford, Ipswich, Norwich, Stratford and London. The average journey time between Clacton-on-Sea and London Liverpool Street is 1 hour 26 minutes. During 2014-2015 Abellio Greater Anglia invested £1.5 million to improve performance and service consistency across the network, £10,000 for customer-focussed service improvements and £300,000 to repair and upgrade rolling stock. A £170 million line upgrade programme was expected to be completed in 2015.

There are numerous bus routes throughout the District including frequent inter-urban routes linking villages to the larger urban areas of the District and the large town of Colchester in the adjoining borough. The dispersed geography of the District means that these services are stretched and causes a reliance on the use of private cars. One of the challenges to future development in Tendring is to minimise the dominance of the car as a main mode of travel.

Whilst rail services have received significant upgrades in the recent years, the same cannot be said for the District's bus network. With an increase in population, many of whom will be older people who may choose not to drive; the pressure on public transport (especially buses) will only increase. Moreover, with the relatively low number of people who work from home and the relatively high number of people who drive, the District is clearly a car-centric place to work. There is scope therefore for more sustainable modes of transport within the District. This can be helped by the planning system that can incentivise working from home, public transport and development located close to transport interchanges.

Colchester is connected to a comprehensive network of major roads via the A12 and A120, which provide routes to London, the M25, Harlow and Cambridge. Four sections of the A12 around Colchester fall into the top ten busiest sections on the A12 route. The Borough also lies in close proximity to the major seaports of Harwich (20 miles) and Stansted airport (30 miles). This strategic position has meant the area has been a magnet for growth resulting in a healthy and vibrant economy.

Transportation provision in the Borough includes six railway stations; bus routes operated by ten bus companies; and several cycle trails. One of the biggest challenges to Colchester's future development is traffic growth and the dominance of the car as the main mode of travel.

The results of the Colchester Travel Diary survey (July 2007) found that the largest proportion of trips (55%) in the AM peak (0600-0900) are journeys to the workplace, followed by journeys to school (11%), the remainder of journeys are to shops / local services, leisure services and for business. Analysis of survey results also determined that 67% of these journeys to workplace in the AM peak originate from homes in urban areas and accordingly, could potentially be undertaken via public transport, walking or cycling instead. The findings from the workplace travel plan surveys from organisations along the A134 (as show in the table below) confirm the view that workplace journeys are likely to be a significant contributor to congestion along this corridor.

Table 42: Workplace Travel Plan survey findings

| | Colchester Council (2012) | Colchester Hospital (2012) | Colchester Institute (2013) | Culver Square (2010) |
|-----------------|---------------------------|----------------------------|-----------------------------|----------------------|
| Drive (alone) | 47% | 64% | 61% | 64% |
| Car share | 11% | 9% | 12% | 0% |
| Get dropped off | 3% | 2% | N/A | N/A |
| Walk | 13% | 11% | 10% | 22% |
| Cycle | 6% | 4% | 5% | 7% |
| Bus | 11% | 5% | 4% | 0% |
| Train | 6% | 2% | 2% | 0% |
| Motorcycle | 1% | 0% | 2% | 7% |
| Taxi | 1% | 0% | N/A | 0% |
| Work from home | 2% | 1% | 1% | N/A |
| Other | 0% | 2% | 3% | N/A |

Source: Colchester Workplace Travel Plan Survey

Whilst significant progress has been made by these organisations, these results indicate that there is scope and opportunity for encouraging more modal shift for the journey to work, as car use is still high and many of these are relatively short journeys that could be undertaken by walking, cycling, bus or car sharing. The distances that staff travel to work is highlighted in the Travel Plan for Culver Square and reveal that 72% of staff live less than 4 miles (or a 30 minute cycle ride) from the Shopping Centre.

The travel survey results for North Colchester businesses have also been examined to identify barriers to travelling by more sustainable modes. Many of these are commonly cited barriers such as childcare responsibilities, having too much to carry, the cost and frequency of buses, difficulty finding suitable car sharers and feeling unsafe when cycling. Two local reasons that are regularly given and are to be addressed in conjunction with bus operators is the cleanliness and poor level of customer service on the bus.

6.1 Modes and Flows of Travel

Table 43: Private vehicle ownership

| | No car or van | 1 car or van | 2 cars or vans | 3 cars or vans | 4 or more cars or vans | Total cars or vans |
|-----------------|----------------------|----------------------|----------------------|---------------------|------------------------|--------------------|
| Tendring | 14,502 (23.4%) | 28,147 (45.3%) | 14,436 (23.2%) | 3,624 (5.8%) | 1,396 (2.2%) | 74,212 |
| Braintree | 9,866 (16.2%) | 24,586 (40.3%) | 19,605 (32.1%) | 4,898 (8.0%) | 2,088 (3.4%) | 87,944 |
| Colchester | 14,741 (20.6%) | 31,386 (43.8%) | 19,607 (27.4%) | 4,277 (6.0%) | 1,623 (2.3%) | 90,741 |
| East of England | 449,358 (17.7%) | 1,039,677 (41.1%) | 703,968 (27.8%) | 166,426 (6.6%) | 63,606 (2.5%) | 3,231,763 |
| England | 5,691,251 (25.8%) | 9,301,776 (42.2%) | 5,441,593 (24.7%) | 1,203,865 (5.5%) | 424,883 (1.9%) | 25,696,833 |

Source: 2011 Census, ONS

Proportionately more households own 1 car or van within Tendring District at 45.3%, which is slightly higher than national and regional statistics. Colchester is also higher than the regional and national figures at 43.8% and Braintree has the lowest proportion of households owning 1 or more car at 40.3%.



Table 44: Travel to work methods for the residential population of Tendring District, Braintree District and Colchester Borough

| | Tendring | | Colchester | | Braintree | | East of England | | Great Britain | |
|--|----------|---------|------------|---------|-----------|---------|-----------------|---------|---------------|---------|
| | Count | % | Count | % | Count | % | Count | % | Count | % |
| All People | 97,050 | 100.00% | 106,718 | 100.00% | 128,562 | 100.00% | 4,245,544 | 100.00% | 38,881,374 | 100.00% |
| Works mainly at or from home | 6,231 | 6.42% | 8,511 | 7.98% | 8,617 | 6.70% | 161,428 | 3.80% | 1,349,568 | 3.47% |
| Underground, metro, light rail or tram | 104 | 0.11% | 196 | 0.18% | 174 | 0.14% | 33,110 | 0.78% | 1,027,625 | 2.64% |
| Train | 2,726 | 2.81% | 6,120 | 5.73% | 6,424 | 5.00% | 205,077 | 4.83% | 1,343,684 | 3.46% |
| Bus, minibus or coach | 1,250 | 1.29% | 1,619 | 1.52% | 4,824 | 3.75% | 106,303 | 2.50% | 1,886,539 | 4.85% |
| Taxi or minicab | 284 | 0.29% | 229 | 0.21% | 260 | 0.20% | 13,227 | 0.31% | 131,465 | 0.34% |
| Driving a car or van | 33,483 | 34.50% | 45,715 | 42.84% | 46,907 | 36.49% | 1,757,121 | 41.39% | 14,345,882 | 36.90% |
| Passenger in a car or van | 2,915 | 3.00% | 3,540 | 3.32% | 4,123 | 3.21% | 143,749 | 3.39% | 1,264,553 | 3.25% |



| | Tendring | | Colchester | | Braintree | | East of England | | Great Britain | |
|------------------------------|----------|--------|------------|--------|-----------|--------|-----------------|--------|---------------|--------|
| | Count | % | Count | % | Count | % | Count | % | Count | % |
| Motorcycle, scooter or moped | 416 | 0.43% | 446 | 0.42% | 683 | 0.53% | 22,475 | 0.53% | 206,550 | 0.53% |
| Bicycle | 1,683 | 1.73% | 1,070 | 1.00% | 3,310 | 2.57% | 100,651 | 2.37% | 742,675 | 1.91% |
| On foot | 5,483 | 5.65% | 6,468 | 6.06% | 9,898 | 7.70% | 288,663 | 6.80% | 2,701,453 | 6.95% |
| Other | 282 | 0.29% | 286 | 0.27% | 367 | 0.29% | 17,708 | 0.42% | 162,727 | 0.42% |
| Not currently working | 42,193 | 43.48% | 32,518 | 30.47% | 42,975 | 33.43% | 1,396,032 | 32.88% | 13,718,653 | 35.28% |

Source: Census data 2011 from ONS (updated Jan 2013)

Tendring District has a lower proportion of residents driving to work by either car or van (34.50%) when compared to regional and national levels, although this is only slightly lower than the national statistics. This could be lower as a result of a much higher number of people not currently working in the District. There is also a lower usage of trains as a mode of transport within the District compared to the national trend as well as fewer residents cycling or traveling by underground or on a bus, minibus or coach. The proportion of residents who walk to work is comparatively similar to the regional and national levels.

By contrast, Braintree District has a higher proportion of residents travelling to work by car or van than the regional and national average (at 42.84%). However, there are a similarly higher proportion of commuters using trains to travel to work than the region and the nation. Fewer people cycle to work in Braintree than in Tendring, Colchester, the region and the nation, but more people walk than in Tendring.

A much lower proportion of the population of Colchester drive to work in a car or van than in Braintree and the region. This could be due to the fact that there are more employment opportunities within the Borough and so the distance necessary to travel for work is smaller. More people travel by train than in the region and the nation and more people use buses, minicabs or coaches than in the East of England. Sustainable transport methods are more common in Colchester than in Tendring, Braintree, the East of England or England as a whole, with 2.57% of residents cycling to work and 7.70% walking to work.

The baseline evidence suggests that the proportion of Tendring District's population with one car or van is higher than the national and county average and those residents that use rail for commuting is lower than average. The evidence also suggests that the proportion of residents that use other sustainable modes such as walking and cycling is lower than the national average. Whilst it is considered that the rural nature of the district may have a key role to play in encouraging this, it is important that with the evolution of the plan further consideration is given to how future growth may be delivered to facilitate uplift in sustainable travel.

Table 45: Travel to work flows in Tendring District

| Local Authority (LA) | Travel in to Tendring from LA for work | Travel out of Tendring to LA for work | Net flow |
|----------------------|--|---------------------------------------|----------|
| Colchester | 3,784 | 8,737 | -4,953 |
| Babergh | 670 | 632 | 38 |
| Ipswich | 406 | 1,071 | -665 |
| Braintree | 391 | 811 | -420 |
| Suffolk Coastal | 178 | 445 | -267 |
| Uttlesford | 153 | 254 | -101 |
| Chelmsford | 116 | 672 | -556 |
| Mid Suffolk | 109 | 193 | -84 |

| Local Authority (LA) | Travel in to Tendring from LA for work | Travel out of Tendring to LA for work | Net flow |
|-----------------------------|--|---------------------------------------|----------|
| Maldon | 82 | 161 | -79 |
| St Edmundsbury | 31 | 97 | -66 |
| Westminster, City of London | 0 | 869 | -869 |
| Tower Hamlets | 21 | 244 | -223 |
| Total | 6,788 | 17,412 | -10,624 |

Note: Total net flow does not equal net flow exactly due to only the major commuting locations being included.

Source: NOMIS, census data 2011

The District of Tendring was recorded in the 2011 National Census as having 6,788 workers travelling in for employment within the District, and 17,412 travelling outside of the District for work. The job count within the district is lower than the working age population, resulting in people travelling out of the District to work. It can be seen that only 67.6% (36,388) of Tendring residents in employment worked in the area, meaning that almost a quarter of all residents travelled to work outside the District. This also indicates that just under a quarter of all the jobs in the area are taken by people living elsewhere, and travelling in.

The major employment destination of Tendring residents outside the District was the Colchester, with 8,737 (50.2%) of Tendring District outflows travelling to that destination for work. The next most popular destinations for employment were the neighbouring areas of Ipswich with 1,071 commuters (6.2%) and Westminster, City of London with 869 (5.0%).

The largest flows of people travelling to the District to work come from Colchester (55.7% or 3,784), Babergh (9.9% or 670) and Ipswich (6.0% or 406).

Table 46: Travel to work flows in Braintree District

| Local Authority (LA) | Travel in to Tendring from LA for work | Travel out of Tendring to LA for work | Net flow |
|----------------------|--|---------------------------------------|----------|
| Colchester | 3,617 | 3,665 | -48 |
| Chelmsford | 2,634 | 6,854 | -4,220 |
| Maldon | 1,339 | 1,363 | -24 |
| Babergh | 1,142 | 1,211 | -69 |
| Uttlesford | 886 | 3,830 | -2,944 |



| Local Authority (LA) | Travel in to Tendring from LA for work | Travel out of Tendring to LA for work | Net flow |
|-----------------------------|--|---------------------------------------|----------|
| Tendring | 811 | 391 | 420 |
| St Edmundsbury | 620 | 878 | -258 |
| Ipswich | 447 | 249 | 198 |
| Basildon | 320 | 867 | -547 |
| Southend-on-Sea | 221 | 204 | 17 |
| Westminster, City of London | 5 | 2,889 | -2,884 |
| Tower Hamlets | 33 | 887 | -854 |
| Brentwood | 170 | 596 | -426 |
| Total | 15,240 | 31,765 | -16,525 |

Note: Total net flow does not equal net flow exactly due to only the major commuting locations being included.

Source: NOMIS, census data 2011

The District of Braintree was recorded in the 2011 National Census as having 15,240 workers travelling in for employment within the District, and 31,765 travelling outside of the District for work. The job count within the district is lower than the working age population, resulting in people travelling out of the District to work. It can be seen that only 59.9% (47,535) of Braintree residents in employment worked in the area, meaning that over a third of all residents travelled to work outside the District. This also indicates that just under a fifth of all the jobs in the area are taken by people living elsewhere, and travelling in.

The major employment destination of Braintree residents outside the District was Chelmsford, with 6,854 (21.6%) of Braintree District outflows travelling to that destination for work. The next most popular destinations for employment were Uttlesford with 3,830 commuters (12.1%) and Colchester with 3,665 (11.5%).

The largest flows of people travelling to the District to work come from Colchester (23.7% or 3,617), Chelmsford (17.3% or 2,634) and Maldon (8.8% or 1,339).

Table 47: Travel to work flows in Colchester Borough

| Local Authority (LA) | Travel in to Tendring from LA for work | Travel out of Tendring to LA for work | Net flow |
|-----------------------------|--|---------------------------------------|----------|
| Tendring | 8,737 | 3,784 | 4,953 |
| Braintree | 3,665 | 3,617 | 48 |
| Babergh | 2,440 | 1,266 | 1,174 |
| Ipswich | 1,315 | 1,434 | -119 |
| Maldon | 1,137 | 1,384 | -247 |
| Chelmsford | 949 | 2,525 | -1,576 |
| Suffolk Coastal | 538 | 437 | 101 |
| Mid Suffolk | 420 | 245 | 175 |
| Uttlesford | 235 | 483 | -248 |
| Basildon | 203 | 468 | -265 |
| Westminster, City of London | 6 | 2,724 | -2,718 |
| Tower Hamlets | 32 | 759 | -727 |
| TOTAL | 23,036 | 24,850 | -1,814 |

Note: Total net flow does not equal net flow exactly due to only the major commuting locations being included.

Source: NOMIS, census data 2011

The Borough of Colchester was recorded in the 2011 National Census as having 23,036 workers travelling in for employment within the District, and 24,850 travelling outside of the Borough for work. The job count within the Borough is lower than the working age population, resulting in people travelling out of the Borough to work. It can be seen that 73.7% (24,850) of Colchester residents in employment worked in the area, meaning that just over a quarter of all residents travelled to work outside the Borough. This also indicates that just over a quarter of all the jobs in the area are taken by people living elsewhere, and travelling in.

The major employment destination of Colchester residents outside the Borough was Tendring, with 3,784 (15.2%) of Colchester Borough outflows travelling to that destination for work. The next most popular destinations for employment were Braintree with 3,617 commuters (14.6%) and Westminster, City of London with 2,724 (11.0%).



The largest flows of people travelling to the Borough to work come from Tendring (37.9% or 8,737), Braintree (15.9% or 3,665) and Babergh (10.6% or 2,440).

6.2 North Essex Garden Communities Movement and Access Study (2017)

This document evaluates the current infrastructure capability within the Section One Strategic Area and identifies where there is likely to be issues with the quantum of development proposed in the garden communities. The report focuses on three garden communities, namely West Tendring / Colchester Borders (up to 11,400 homes by 2047), West Tey / Braintree borders (up to 27,800 homes by 2047) and West Braintree / Uttlesford borders (up to 13,000 homes by 2047). The key findings and recommendations are outlined below.

West Braintree / Uttlesford Borders – Initial Phases

Active Modes

- Rayne Road and Flitch Way Do Minimum Cycle Improvements.
- Capture funding opportunities from Tarmac Quarry S106 for the Rayne area.

Public Transport

- Revenue support for strengthened bus services to primary and secondary schools (Great Dunmow, Rayne and Braintree), key economic nodes and rail stations is essential. A strengthened 133 bus service route in terms of frequency and capacity (including an express variant) to Braintree and Stansted with revenue support from the developer is recommended. It is important to recognise that Stansted is a major employer with other nearby emerging developments such as the Tri-Sail Business Park.
- Development of a modular transit hub that is well located in the south of the site to enable its use by regional coach services, where time diverted off the strategic road network is at a premium. This necessitates the provision of new slip roads early to provide all movements in the vicinity.
 - Consideration be given to an interim Park and Ride service to Stansted making use of car parking that could be shared at a later date with employment / retail / leisure land uses to boost demand for the public transport service and enhanced frequency. The intention would be to still provide that park and ride function in the future (although not necessarily in the exact same location).
- New A120/B1256 western junction with westbound on-slip limited to rapid transit and HGVs (for construction and quarry traffic) to provide a head start for public transport and provide a viable diversion for regional coach and express services to call at the site.

Highways

- New A120/B1256 western junction with eastbound off slips for all vehicles. The westbound on slip will be constructed with passive provision for all vehicle lanes to be provided at a defined trigger in the post Plan Period (or as an alternative to the delivery of the Interim A120/B1256 Eastern Junction improvement).



- Quarry Planning Application – potential to future proof its junction access and its potential re-use post excavation and restoration?
- Improvements to B1256 / Blake End Junction (roundabout).

West Braintree / Uttlesford Borders – Local Plan Period

Local Plan Period (up to 2500 Homes)

- Travel demand demonstrates both the importance of achieving the ambitious mode share and also successfully internalising trips into the development, by providing as many services that people need locally (e.g. education, health).
- 700 two way trips at the south of the site by car with ambitious mode share achieved vs 1,275 two-way trips as per travel behaviours akin to the 2011 Census.

Active Modes

- 'Flagship' cycle routes following busway infrastructure throughout the site supported by a network of 'quietways' to cater for all journey types and confidence levels. • Quietways along Queenborough Lane and Shalford Road.
- Further expansion of greenway links and targeted conversion of public rights of way (PROW) to routes for all active modes.

Public Transport

- Proactive delivery of new express services to Chelmsford and Colchester and regional services to Cambridge.
- Busway infrastructure incrementally built out within the site to provide a coherent and operable network, with dedicated rapid transit/cycle only link to connect with new development in NW Braintree at Springwood Drive and Panfield Lane.
- Build on opportunities presented by the A120 Braintree-A12 improvement through express limited stop services on old A120 to West Tey and Colchester and also examine opportunities associated with tie-in of the new road to the existing A120 in the vicinity of Braintree Freeport and the resulting connections to Freeport station or a repurposed Braintree-Witham line for guided bus.
- Services running on to a Braintree – Witham Guided Bus Link at Freeport would provide residents and businesses with choice of services to London via Witham and Stansted (subject to business case and other funding streams).
- If the rail service is retained with enhanced frequency then both Freeport and Stansted will provide the opportunity for interchange to rail services as well as other journey purposes.

Highways

- Interim A120/B1256 eastern junction upgrade and provision of rapid transit lanes and priority measures on the B1256.

West Braintree / Uttlesford Borders – Post Plan Period

Public Transport & Highways

- The vehicular travel demand (1,600 two way trips in the peak hour at the south of the site) associated even with the ambitious mode share and internalisation of trips requires significant highway infrastructure for 8000 homes. In such scenarios measures to spread the traffic for east and west trips on to the A120 will be effective with two junctions for vehicular traffic.
- Delivery of full A120/B1256 Eastern junction scheme with Eastern Access Boulevard with dedicated rapid transit lanes and all vehicles lanes. It is assumed that this full upgrade is not possible until the quarry is exhausted adjacent to the junction and provided for restoration. It is recommended that the rapid transit lanes are provided at the outset for the Eastern Boulevard with the additional vehicle lanes provided at a defined trigger point to be monitored. This will help to reinforce the use of public transport services for external journeys.

West Tey / Braintree Borders - Initial Phases and Local Plan Period

Initial early phases

- One option that should be considered is whether a western distributor road, referred to in David Lock Associates' December 2016 Concept Framework as a single carriageway 'Parkway' could be delivered alongside the A12 widening to link the old A12 (if an off line option is chosen) or a new local road alignment (if an online option is chosen) to the A120 east of Coggeshall to provide an interim relief of Marks Tey. Crucially this would need to be designed to fulfil its future Parkway function with the full understanding that a final A120 scheme will be delivered in the near term. Its purpose is to provide the opportunity to unlock housing a few years earlier in the Local Plan Period than would otherwise be the case.
- It is recommended that a second lane in each direction is grassed over and provided upon reaching a defined trigger point following the Local Plan Period.

Strategic Highways and opportunities – Local Plan Period

- A12 widening, the provision of a Parkway distributor road and then the full A120 Braintree to A12 scheme will help to unlock the potential of the development. The task is to capitalise on the capacity unlocked to encourage the use of active modes and public transport before it is otherwise swallowed up by local vehicular traffic.
- An offline A12 option provides the opportunity should be taken to convert the existing A12 alignment to a boulevard function through the Garden Community with one carriageway repurposed for rapid transit and active modes.
- Should an online A12 option be pursued then a similar local distributor route function should be provided. The intention is that the Parkway connects to either the old A12 alignment or the new local road, with onward connections to a new all movements junction with the A12 at a location to be defined in conjunction with Highways England. This could include a location to the south of Marks Tey to also meet development aspirations in the Kelvedon area.



West Tey / Braintree Borders - Local Plan Period

Public Realm, Active Modes and Public Transport

- Marks Tey station will still be the main station for the Garden Community in the majority of if not all of the Local Plan Period. Hence improved connections by active modes to Church Lane and London Road from the existing Marks Tey community and development in this area will help unlock access to the station.
- Repurposing the existing Marks Tey Interchange with improved public realm and connectivity by active modes and public transport is integral to this goal. At the same time the opportunity should be taken to reconfigure slip roads for rapid transit / local traffic only.
- Active support and encouragement of use of enhanced train services from Marks Tey in collaboration with Network Rail and Greater Anglia including the Gainsborough Line and its extension to Colchester and potentially to Tendring will help to make rail an attractive option for journeys to Colchester as well as longer distance locations.
- Express rapid transit services to Colchester via the A12 and Cymbeline Way; and via Stanway and the B1022 Shrub End Road will help to provide a strong basis for public transport to/from major origins and destinations in Colchester. These services will use bus/cycle only roads within the Garden Community which can be built out in a phased pattern. The provision of car parking at a defined stop could provide additional park and ride (to the Garden Community) demand to anchor the service.
- Provision of improved active mode links to the rural hinterland and Stanway / Colchester will be desirable from an early stage.

Local Highways

- Regardless of the future A120 alignment (which will be a strategic road for strategic journey purposes), a Parkway link helps remove traffic from the core of the site and provide the opportunity for it to be reconfigured for active and sustainable modes.
- Use of less direct distributor roads through the site so that Stane Street is preserved for use of direct public transport services.
- Peak period access control points enforced by Automatic Number Plate Recognition (ANPR) technology on Stane Street close to Marks Tey station for defined time periods to provide bus priority and remove traffic.

West Tey / Braintree Borders – Post Plan Period

Post Plan Period at a defined trigger (up to approximately 25500 homes)

- New West Tey Town Centre railway station delivered with at least a train every 15 minutes to/from London and Colchester.
- Full build out of the rapid transit network with links through to the West Tendring / Colchester Borders Garden Community. The precise mode (guided bus or tram-train) and routeing is to be determined through further work on the separate rapid transit commission.
- It is clear that further highway improvements would still be required as even with an ambitious mode share and a high degree of internalisation achieved a Parkway link from Stane Street to



the A12 would still receive 1,750 two way vehicle trips in the typical AM peak (0800-0900) at full build out in 2047. As suggested the Parkway should be constructed as a single carriageway link with additional all vehicle lanes grassed over. These would be converted to vehicular use upon the meeting of a defined trigger point.

- Clear that the volume of vehicle traffic generated in a business as usual format would be highly unsustainable and will undo all the good work associated with the proposed Highways England schemes (6,500 vehicle trips would look to leave the Garden Community in an AM peak hour for full build out in 2047). In reality it could not be affordably accommodated and the scale of house building would reach a natural equilibrium long before.

West Tending / Colchester Borders – Recommendations to date

Main Garden Community - Early Phases

- A120-A133 Link Road (initially provided as single carriageway but with additional carriageway grassed over outside of the junctions) to cater for construction traffic and to provide some relief of the A133 into Colchester.
- A133 Boulevard and cycle route build out linked to the provision of development in this area to provide a transformative public realm and environment for active modes and public transport prioritisation.
- Early phases of rapid transit priority measures, such as links between Elmstead Road and Greenstead Road for rapid transit
- Enhanced cycle links to Central Colchester.
- Potential provision of an eastern Park and Ride from an interim location by building a car park that can be repurposed for a future use as the town centre is built out and the Park and Ride relocated or another provided in the NE of the site. This could help to anchor demand for a high quality frequent rapid transit service from the early days of the new development.

Local Plan Period (By 2500 Homes)

- Gradual Build out of rapid transit network infrastructure within the site and into Central Colchester.
- Delivery of Salary Brook Trail Upgrade and connections to Welshwood Park for access to schools and leisure in North Colchester.

Garden Village

- Link from Bromley Road to the A120-A133 Link Road junction (south of the A120) to remove internal car movements from within the site. Again a focus is on the 'long way round' for cars, while providing more suitable construction traffic access.
- Consideration of access control point for peak periods to limit access to Bromley Road for travel into Central Colchester from the Garden Community / Garden Village thereby supporting a 'monitor and manage' approach prior to potential upgrade of the A137 / Bromley Road junction.
- Providing a variation of the rapid transit service from Colchester via the University that terminates at the Garden Village, supplementing services that currently use Bromley Road to Tending and Colchester.

Urban Extension

- There is a need for careful tie-ins to the highway network given presence of schools on St Johns Road, residential areas around Plains Farm Close.
- Our suggestion is a three segment development that has no through car route between all three (at peak periods at least through ANPR access control points), but with rapid transit and cycle accessibility at all times. This would help to spread the load on to the highway network, minimise expenditure on junction capacity enhancements and supports sustainable / active modes as the default mode of choice.
- Provision of a rapid transit loop service up either Ipswich Road (or even Harwich Road) to serve the site and the neighbouring Betts Factory development site.
- Upgrades to existing PROW and greenway opportunities provides the opportunity for a continuous largely off road link between the Ipswich Road (connecting with existing and planned cycle routes), the University via Salary Brook, Garden Village and Garden Community.

Source: North Essex Garden Communities Movement and Access Study (2017)

North Essex Garden Communities Trip Generation

The North Essex Garden Communities provides projections for the likely volume of trips generated by the garden communities proposed development during peak travel times. This information is summarised in the below tables.

Table 48: External vehicle trips per site (AM peak: 0800-0900)

| Development Site | Scenario | AM peak departures | PM peak arrivals* |
|-------------------------------------|--|--------------------|-------------------|
| West Braintree / Uttlesford Borders | Local Plan – 2,500 homes (Ambitious), 2032 | 481 | 294 |
| | Local Plan – 2,500 homes (Census), 2032 | 854 | 532 |
| | Full – 8,000 homes (Ambitious), 2047 | 1145 | 700 |
| | Full – 8,000 homes (Census), 2047 | 2026 | 1263 |
| Development Site | Scenario | AM peak departures | PM peak arrivals* |
| West Tey / Braintree Borders | Local Plan – 2,500 homes (Ambitious), 2032 | 417 | 145 |
| | Local Plan – 2,500 homes (Census), 2032 | 756 | 265 |
| | Full – 25,500 homes (Ambitious), 2047 | 3616 | 1436 |

| Development Site | Scenario | AM peak departures | PM peak arrivals* |
|------------------------------------|--|--------------------|-------------------|
| | Full – 25,500 homes (Census), 2047 | 6494 | 2630 |
| Development Site | Scenario | AM peak departures | PM peak arrivals* |
| West Tendring / Colchester Borders | Local Plan – 2,500 homes (Ambitious), 2032 | 397 | 175 |
| | Local Plan – 2,500 homes (Census), 2032 | 635 | 293 |
| | Full – 10,700 homes (Ambitious), 2047 | 1444 | 605 |
| | Full – 10,700 homes (Census), 2047 | 2261 | 996 |

* Excludes external demand (arrivals) for mixed use and education (to be determined during masterplanning).

Source: North Essex Garden Communities – Movement and Access Study (March 2017)

Table 49: External vehicle trips per site (PM peak: 1700-1800)

| Development Site | Scenario | AM peak departures | PM peak arrivals* |
|-------------------------------------|--|--------------------|-------------------|
| West Braintree / Uttlesford Borders | Local Plan – 2,500 homes (Ambitious), 2032 | 330 | 318 |
| | Local Plan – 2,500 homes (Census), 2032 | 582 | 576 |
| | Full – 8,000 homes (Ambitious), 2047 | 843 | 864 |
| | Full – 8,000 homes (Census), 2047 | 1490 | 1556 |
| Development Site | Scenario | AM peak departures | PM peak arrivals* |
| West Tey / Braintree Borders | Local Plan – 2,500 homes (Ambitious), 2032 | 199 | 300 |
| | Local Plan – 2,500 homes (Census), 2032 | 356 | 536 |
| | Full – 25,500 homes (Ambitious), 2047 | 1696 | 2637 |

| Development Site | Scenario | AM peak departures | PM peak arrivals* |
|-----------------------------------|--|--------------------|-------------------|
| | Full – 25,500 homes (Census), 2047 | 3027 | 4704 |
| Development Site | Scenario | AM peak departures | PM peak arrivals* |
| West Tending / Colchester Borders | Local Plan – 2,500 homes (Ambitious), 2032 | 198 | 263 |
| | Local Plan – 2,500 homes (Census), 2032 | 349 | 465 |
| | Full – 10,700 homes (Ambitious), 2047 | 698 | 973 |
| | Full – 10,700 homes (Census), 2047 | 1233 | 1721 |

* Excludes external demand (arrivals) for mixed use and education (to be determined during masterplanning).

Source: North Essex Garden Communities – Movement and Access Study (March 2017)

7. Cultural Heritage

Braintree District is an area of undulating countryside, bordered by the River Stour valley to the north. The area is also drained by the upper reaches of the River Colne and the River Pant/Blackwater, as well as many smaller streams and tributaries creating a landscape of gentle slopes and small valleys. The historic features of this landscape and of the urban areas described below are potentially sensitive to development.

The urban areas of the District comprise Braintree, Witham, Kelvedon, Coggeshall and Halstead, all of which were medieval market towns, some having their origins in Roman times. The rural settlement pattern was historically very dispersed, comprising church/hall complexes, manors, farms, moated sites and small hamlets strung out along extensive network of linear and triangular greens, the latter located at road junctions. Post-1950s boundary loss varies widely.

The River Stour and River Colne valley bottoms are characterised by extensive meadows or meadow pasture. The higher ground between them is characterised by a complex mix of pre-18th century irregular fields of probable medieval origin or older and common arable fields enclosed by agreement largely before the mid-19th century. The Upper Pant/Blackwater valley, and the area to the southwest of Braintree town, are characterised by pre-18th century irregular fields. The Coggeshall area is complex, comprising a mix of pre-18th century irregular fields and pre-18th century co-axial fields. The southern part of the District has a more complex fieldscape with a mixture of irregular and regular fields, including some co-axial fields, and enclosed heathlands and commons. The area around Gosfield is notable for its Ancient Woodland and a number of large landscaped parks, some of which are medieval in origin, including Gosfield Hall, Gosfield Place and Marks Hall Park.

Tendring contains 9 Protected Lanes, preserved for their historic indication of ancient road patterns in the District.

The historic centres of Harwich, Manningtree, Mistley and St Osyth contain many impressive and unique historic buildings and monuments examples of which include the St Osyth Priory Gatehouse (Scheduled Monument, Grade 1 Listed building) an important example of a monastic building of the Augustinian order whose façade is one of the best preserved examples of knapped flint and stone flushwork to be found in East Anglia. The impressive 18th Century Mistley Towers (Scheduled Monument Grade 1 Listed building), the remains of a church designed by Robert Adam and The Harwich Redoubt (Scheduled Monument Grade II* Listed building) a circular fort which supported 10 gun embrasures, completed in 1810 to defend the harbour against invasion during the Napoleonic War. These are just a few examples of the heritage assets within the District. Within these historic centres there is a greater likelihood of archaeological remains due to their complex history and development of their communities over many centuries. These centres are sensitive to development in much the same way as is the ecology of an environmentally important area.

The Council realises the importance of the conservation, management and enhancement of the historic environment and its integration into development within Tendring District for the enjoyment of future generations.

Colchester has a rich and diverse heritage. As Camulodonum, it was the first capital of England and it is also Britain's oldest recorded town; recorded by Pliny the Elder in AD77. The Borough has a rich archaeological and cultural heritage, dating back to at least 4000BC.



7.1 Recorded Archaeological Sites and Finds in Tendring, Braintree and Colchester

The Essex Historic Environment Record (EHER) contains approximately 3,459 archaeological records relating to Braintree District out of a total of 24,699 for the County. There is evidence for prehistoric activity in and around Braintree, including a Late Iron Age ditched enclosure containing roundhouses on the site of the later Roman town. A second bank and ditch is known to have run along the southern side of the Coggeshall and Cressing Roads. It has been suggested that this feature is an Iron Age oppidum enclosing an area of about 50 ha on the northern slope of the Brain valley (Drury, 1976), however this has not been proven.

The Roman Small Town appears to have been confined within a triangular area between the main Roman roads of Stane Street (Rayne Road) and the Sudbury-Chelmsford route (London Road). Within the area of the Roman town there appears to have been two phases of development. The first century town was concentrated in the area of the modern Pierrefitte Way, and there is some suggestion of deliberate planning in the initial layout of the town with the minor roads and major boundary ditches running at right-angles to London Road, forming blocks approximately 145 m apart. In the second and third centuries the town expanded into the Rayne Road and George Yard area, and there appear to have been a second phase of road building, which cut across the original layout. The cemetery was located on the western edge of the built-up area.

There is evidence that there was a Saxon settlement in Braintree, but there is nothing to suggest that it was ever urban in nature. Occupation remains have been recovered from the area to the south-west of St Michael's Church, and the church itself may have had a Saxon predecessor. In the later Saxon period the Braintree area formed part of the estates of a Saxon thegn, Aetheric, who willed his Braintree lands to the Bishops of London in 991. The Bishops of London's estate at Braintree was probably administered from Chapel Hill, where their manor house was certainly sited in the medieval period.

The early settlement focus for Braintree was probably located in the area of St Michael's Church, with a second focus around the Bishop's manor house and St John's Chapel at Chapel Hill. It has been postulated that St John's Chapel was the original parish church for Braintree, and St Michael's was a subsidiary chapel, the roles being reversed at the beginning of the thirteenth century when the 'new town' was created. In 1199 a grant was made to the Bishop of London of a weekly market and annual fair. As a consequence of this grant he founded a 'new town' at Braintree on Episcopal estate land, on the eastern side of the main road junction. In the fourteenth and fifteenth centuries Braintree became an important cloth centre.

Braintree was still an important cloth town at the beginning of the post-medieval period, specialising in the manufacture of bays and says. However, the woollen cloth industry went into terminal decline in the eighteenth century, and the nineteenth century saw the rise of the silk industry, the principal firms of which were Courtauld and Walters. The importance of the market and the retail trade also continued to grow. In addition the first half of the twentieth century was dominated by the growth of metal manufacturing firms, notably Crittalls. In 1939 the parishes of Bocking and Braintree were united to form a single Urban District.

Archaeological deposits across Tendring, Braintree and Colchester range in date from the Palaeolithic, through to structures related to the Cold War. However, it should also be remembered that the EHER records represent only the known deposits with many new sites being identified each year.

Archaeological sites (and their setting) constitute a finite, non-renewable resource which is vulnerable to damage. There is a need for updated Historic Characterisation Studies within the Districts and Borough to provide a more accurate description of the archaeological deposits in order to better understand the vulnerability of the historic environment.

7.2 Listed Buildings

Table 50: Listed Buildings

| Types of Listed Building | Tendring | Braintree | Colchester |
|--------------------------|----------|-----------|------------|
| Grade I | 19 | 67 | 41 |
| Grade II* | 45 | 185 | 103 |
| Grade II | 905 | 2,945 | 1,419 |
| Total | 996 | 3,237 | 1,608 |

Source: Historic England 2016

There are 996 designated listed buildings within Tendring District and the majority of them are grade II listed. This means they are nationally important and of special interest. 1.9% of all the listed buildings are considered to be of exceptional interest and internationally important (grade I) and 4.5% are classed as particularly important buildings of more than special interest (grade II*).

Braintree has the highest number of listed buildings of the 3 Districts, with 3,237. The large majority of these listed buildings are grade II. This means they are nationally important and of special interest. 2.1% of all the listed buildings are considered to be of exceptional interest and internationally important (grade I) and 5.7% are classed as particularly important buildings of more than special interest (grade II*).

Colchester has a total number of 1,608 listed buildings. The large majority of these listed buildings are grade II. This means they are nationally important and of special interest. 2.5% of all the listed buildings are considered to be of exceptional interest and internationally important (grade I) and 6.4% are classed as particularly important buildings of more than special interest (grade II*).

According to the Heritage at Risk Register (2016), there are 15 assets listed as being at risk in Tendring. This consists of 7 scheduled monuments, 4 listed buildings and 4 conservation areas. Of the 4 listed buildings, Naze Tower is currently progressing through a repair scheme, Spring Valley Mill is in slow decay with no solution agreed and the Church of St George and the Church of St Michael are in very bad and poor conditions respectively. Both churches are at immediate risk of further rapid deterioration or loss of fabric with no solution agreed.

The 7 scheduled monuments are:

- Crop mark site south of Ardleigh, Ardleigh (archaeology)
- Beacon Hill Fort: a late 19th and 20th century coastal; artillery fortification, Harwich (archaeology)



- Martello Tower “K”, Kirby Road, Walton on the Naze, Frinton and Walton.
- Martello Tower “D”, 450 metres south-south-west of Clubhouse, Clacton Golf Course, Clacton on Sea
- Martello Tower “E”, 300 metres south west of junction of Marine Parade West and Wash Lane, Clacton on Sea
- Beacon Hill Fort, Harwich
- St Osyth's Priory, St. Osyth

The 4 listed buildings at immediate risk or vulnerable of becoming so are:

- Church of St Michael, The Street, Frinton and Walton
- Church of St George, Badley Hall Road, Great Bromley
- Spring Valley Mill, Spring Valley Lane, Ardleigh
- Naze Tower, the Naze, Frinton and Walton

The 4 Conservation Areas at risk are:

- Clacton Seafront, Clacton-on-Sea
- Dovercourt, Harwich
- St Osyth, St. Osyth
- Thorpe-le-Soken Station and Maltings, Thorpe-le-Soken

There are 7 assets listed as being at risk in Braintree. This consists of 3 scheduled monuments, 2 listed places of worship and 2 conservation areas. The 2 listed places of worship, Parish Church of All Saints, The Street and Parish Church, Hall Road are currently both progressing through a repair scheme after being categorised as in very bad condition.

The 3 scheduled monuments are:

- Long mortuary enclosure and round barrow 160m south west of Frame Farm
- Roman villa 480m south east of Hill Farm
- Circular cropmark at Ferriers Farm, 190m south-west of Hill Farm

The 2 listed places of worship at immediate risk or vulnerable of becoming so are:

- Parish Church of All Saints, the Street
- Parish Church (Dedication Unknown), Hall Road

The 2 conservation areas at immediate risk or vulnerable of becoming so are:

- Sible Hedingham South (Swan Street)
- Silver End

There are 10 assets listed as being at risk in Colchester. This consists of 4 scheduled monuments, 2 listed places of worship, 1 listed building and 3 conservation areas. The 2 listed places of worship, Church of St Botolph, St Botolph's Street and Church of St Peter, north Hill are currently both categorised as in poor condition and are in slow decay with no solution agreed. The listed building, Municipal Water Tower (Jumbo), Balcerne Passage, is also in poor condition and in slow decay with no



solution agreed.

The 4 scheduled monuments are:

- Small multivallate hillfort known as Pitchbury Ramparts
- Remains of St Mary the Virgin's Church
- Roman villa 450m south of Warren's Farm
- Remains of St Mary's Church

The 2 listed places of worship at immediate risk or vulnerable of becoming so are:

- Church of St Botolph, St Botolph's Street
- Church of St Peter, north Hill

The listed building at immediate risk or vulnerable of becoming so are:

- Municipal Water Tower (Jumbo), Balkerne Passage

Source: Historic England 2016

7.3 Scheduled Monuments

Colchester Borough boasts 52 Scheduled Monuments, which is the highest number when compared with Braintree and Tendring. Braintree District contains 40 Scheduled Monuments and Tendring District benefits from 27 Scheduled Monuments which include above and below ground features.

7.4 Historic Parks and Gardens

There are 3 registered parks and gardens within Tendring District which have each been designated by English Heritage as being "a park or garden of special historic interest". They are:

- St Osyth's Priory (Grade II) - Late-C19/early-C20 gardens, laid out within C16 garden walls beside medieval buildings, set within a park which retains possible monastic fish ponds, developed as a whole in the C18, with C19 reworking. The c.76ha site is bounded by a farm track and agricultural land to the north, by the main road from Colchester to the east, and by the road known as The Bury and the village green to the south.
- Thorpe Hall (Grade II) - Early C20 shrub and water gardens developed by the owner, Lady Byng, from 1913 onwards. Thorpe Hall lies on the south side of the village of Thorpe-le-Soken which is situated c 16km to the east of Colchester and c 5km to the west of the Essex coast at Walton-on-the-Naze. The c 12ha site is bounded to the west by Station Road, to the south by a public footpath bordering arable land, to the east by farmland and Hall Lane, and to the north by the gardens of houses running along Abbey Street. The relatively flat land is set on the edge of the village in a busy rural part of the county.
- Clacton Seafront Garden (Grade II) - Seafront gardens laid out to a design by the County Surveyor, Daniel Bowe, in 1921. The Seafront Gardens at Clacton are located in the centre of the resort, on the south-west side of the Pier, with fine views out to sea. The long, thin, c 0.5ha level site is bounded to the north-west by Marine Parade West, to the north-east by Pier Gap (a



short drive linking Marine Parade to the Pier), and to the south-east by a narrow band of cliffs leading down to Kings Parade, a pedestrian promenade running along the beach. At the south-west end of the gardens, the land between Kings Parade and Marine Parade West is laid to grass banks, partially planted in a naturalistic fashion.

There are 8 registered parks and gardens within Braintree District which have each been designated by English Heritage as being “a park or garden of special historic interest”. They are:

- Hatfield Priory
- Spains Hall
- Gosfield Hall
- Faulkbourne Hall
- Saling Hall
- Belchamp Hall
- Saling Grove
- Terling Place

There are 4 registered parks and gardens within Colchester Borough which have each been designated by English Heritage as being “a park or garden of special historic interest”. They are:

- Layer Marney Tower
- Colchester Castle Park
- Wivenhoe Park
- Severalls Hospital

Source: Historic England 2016

7.5 Conservation Areas

Braintree has the most conservation areas compared with the 3 Districts with 39. Both Tendring and Colchester have 22 conservation areas which are defined as historical settlements and buildings having 'special architectural or historical interest, the character of which is desirable to preserve or enhance'. The objective of the Conservation Area designation is to ensure that the character of the defined area is protected from developments which do not preserve or enhance its character. The names of all the conservation areas are listed in the table below.

Table 51: Conservation Areas

| | Tendring | Braintree | Colchester |
|----|--|---|--|
| 1 | Ardleigh | Ashen | Birch |
| 2 | Bradfield | Belchamp Otten | Boxted |
| 3 | Brightlingsea | Belchamp St. Paul | Chappel |
| 4 | Brightlingsea Hall and All Saints Church | Belchamp Walter | Colchester – Abbey Field |
| 5 | Clacton Sea Front | Birdbrook | Colchester – Distillery Pond |
| 6 | Dovercourt | Braintree Town Centre and Bradford Street (2) | Colchester – Hythe |
| 7 | Frinton-on-Sea | Bocking Church Street | Colchester – Lexden Road, The Avenue |
| 8 | Frinton Park | Bulmer | Colchester – Lexden Village |
| 9 | Great Bentley | Bures Hamlet | Colchester – North Hill, East Hill, St Johns Green |
| 10 | Great Clacton | Castle Hedingham | Colchester New Town |
| 11 | Great Holland | Coggeshall | Copford Green |
| 12 | Great Oakley | Cressing | Dedham |

| | Tendring | Braintree | Colchester |
|----|--------------------------------------|----------------------|-------------------|
| 13 | Harwich | Earls Colne | Fingringhoe |
| 14 | Kirby-le-Soken | Feering | Fordstreet |
| 15 | Lawford | Finchingfield | Great Tey |
| 16 | Manningtree and Mistley | Foxearth | Little Horkesley |
| 17 | Ramsey | Gosfield | Messing |
| 18 | St Osyth (replaced) | Great Bardfield | Rowhedge |
| 19 | Tendring Village | Great Saling | Stratford St Mary |
| 20 | Thorpe-le-Soken | Great Yeldham | West Mersea |
| 21 | Thorpe-le-Soken Station and Maltings | Halstead Town Centre | Wivenhoe |
| 22 | Walton | Helions Bumpstead | Wormingford |
| 23 | | Kelvedon | |
| 24 | | Pebmarsh | |
| 25 | | Rayne | |
| 26 | | Ridgewell | |
| 27 | | Sible Hedingham | |
| 28 | | Silver End | |
| 29 | | Steeple Bumpstead | |
| 30 | | Stisted | |
| 31 | | Terling | |

| | Tendring | Braintree | Colchester |
|----|----------|----------------------|------------|
| 32 | | Toppesfield | |
| 33 | | Wethersfield | |
| 34 | | White Colne | |
| 35 | | White Notley | |
| 36 | | Witham Town Centre | |
| 37 | | Chelmer & Blackwater | |

Source: Historic England 2016

8. Biodiversity and Nature Conservation

Tendring District has large areas of unspoilt open countryside and a wealth of attractive natural and historic landscapes including areas of importance to nature conservation, particularly around its coast and estuaries. It also contains many buildings of historic and architectural importance, many of which are found in Conservation Areas. These assets are key to the District's attractiveness and its tourist economy but, at the same time, are sensitive to the development pressures stemming from new jobs and homes needed to meet local demands and address the social and economic issues facing the district.

The Naze at Walton, the most easterly peninsular in Essex, is a stunning and increasingly rare example of natural and wild coastline of geological and biological importance which benefits both visitors and wildlife alike. It is an important site for migrating and nesting birds including many rarities and the perfect place for an introduction to marine wildlife with harbour porpoises out to sea, grey seals in the backwaters and a whole host of species to be found on the beaches and in the mud pools. The 70 foot high cliffs, an internationally important Site of Special Scientific Interest, made up of London Clay, Red Crag and Thames sands contain many fossils, such as shark's teeth, shells and wood, which can frequently be found on the beaches. The Naze is rich in history and is dominated by the iconic Naze Tower, built in 1720 by Trinity House to mark the premonitory to shipping approaching Harwich Harbour. The Tower is now open to the public during the summer months and provides a gallery for the display of works by local artists and craftspeople and boasts a 360 degree view of the surrounding land and seascapes from its viewing platform.

Tendring District Council, in partnership with Essex Wildlife Trust, The Naze Protection Society and The Naze Tower, has set up a £1.2 million Naze Heritage Project to protect and help secure the future of the Naze. In 2011 the first phase of the Naze Heritage Project 'the Crag Walk', a 110 metre long viewing platform, was completed. This provides protection from coastal erosion and a stable educational and public access viewing platform from which the public can view the geology of the cliffs. The second phase of the Project, the Naze Education and Visitor Centre, will provide facilities for education, understanding of the natural environment and the ecological and historic importance of the Naze.

The countryside in Tendring District is one of its key assets both in terms of tourism and the living environment for our residents. The Council, working with the Essex Wildlife Trust, has identified over 100 Local Wildlife Sites (LoWS) in the Tendring District including meadowland, grasslands, churchyards and ancient woodlands. LoWS are areas of land with significant wildlife value which provide important wildlife refuges and a green infrastructure network and, although these sites are not protected by law, they are worthy of nature conservation and are protected by planning policy. During the Local Plan period, the Council will work with developers, the Essex Wildlife Trust and other partners to protect LoWS and to create new wildlife habitats as an integral part of new development and as stand-alone projects such as the recent tree planting scheme north of Elmstead Market.

In the north west of the District is the Dedham Vale Area of Outstanding Natural Beauty (AONB), designated for conservation due to its significant landscape value. Made famous by the paintings of Constable and Gainsborough, its traditional grasslands, wildflower meadows and hedgerows provide an opportunity for both residents and visitors to enjoy the peace and beauty of what are among some of England's most precious and vulnerable landscapes. Tendring is also home to the Stour, Orwell and Colne Estuaries and Hamford Water, SPA and RAMSAR sites, designated for the conservation and protection of the habitats of migratory and endangered birds, scarce plants and invertebrates and for the conservation of wetlands and are sites of national and international importance. The Council will work in



partnership with adjoining authorities to ensure the management of these sites and their protection from development which would harm or otherwise fail to protect their sensitive character and natural beauty.

Maintaining and enhancing the natural environment of the District is very important to the residents and communities of Tendring. All future developments will need to take account of current natural assets as well as continuing to protect and enhance them. One key consideration will be the preservation of countryside areas and strategic green gaps between settlements.

Whilst many of the ecologically important sites have protection under national and international law, the same cannot be said for the locally designated sites. It will be an important issue for the Council to consider how significant new development will be on these sensitive sites throughout the Plan period.

There are no international biodiversity designations (Special Areas of Conservation, Special Protection Areas or Ramsar sites) or Nature Improvement Areas (NIAs) in Braintree District. A HRA will be undertaken during the plan preparation process and its results used to inform the Braintree District SA.

There are four Sites of Special Scientific Interest (SSSIs) in Braintree District at Belcher's and Broadfield Woods; Bovingdon Hall Woods; Chalkney Wood; and Glemsford Pits. The condition of these SSSIs is generally favourable, with Belcher's and Broadfield Woods, Chalkney Wood, and Glemsford Pits assessed as 100% favourable and Bovingdon Hall Woods as 93.3% favourable. The 6.7% of Bovingdon Hall Woods assessed as being in 'unfavourable – no change' condition is due to inappropriate deer grazing/browsing rather than development pressure.

There are seven National Nature Reserves (NNRs) located in Essex; none of these are in Braintree District. Braintree District has a total of seven Local Nature Reserves (LNRs) at: Bocking Blackwater; Brickfields / Long Meadow, Earls Colne; Brockwell Meadows, Kelvedon; Colne Valley (dismantled Railway); Cuckoo Wood, Great Notley; Sandpits, Gosfield; Whetmead, Witham. There are three further LNRs located on the border between Essex and Suffolk; Rodbridge Picnic Site, Borley; The Railway Walks from Sudbury to Long Melford where the former railway crosses through Borley parish and the Haverhill Railway Walks on the border of Sturmer parish. All three are part of the Suffolk County Council LNR.

There are 251 Local Wildlife Sites (LWSs) scattered throughout Braintree District, with many concentrated in the centre of the District. There are no SSSIs designated for their geological diversity or any Local Geological Sites in the District.

The Dedham Vale AONB is partially within Colchester Borough, and covers the lower part of the Stour Valley on the Essex/Suffolk border. At its heart is an area known as Constable Country centred on the villages of East Bergholt, Flatford and Dedham which Constable painted two centuries ago. His scenes of a working landscape strongly influenced the designation of the area that has come to represent the epitome of lowland English countryside.

The AONB stands apart from other lowland river valleys because of its association with Constable and the assemblage of features he painted that can still be seen today. These features include a meandering river and its tributaries; gentle valley slopes with scattered woodlands; grazing and water meadows; sunken rural lanes; historic villages with imposing church towers and historic timber framed buildings; small fields enclosed by ancient hedgerows and a wealth of evidence of human settlement over millennia. Despite intrusions of human activity in the twentieth and twenty first centuries, the area retains a sense of tranquillity in terms of minimal noise, light and development intrusion.

Colchester has a rich biodiversity with many sites designated for their nature conservation interest. Much of the coastline is designated under international and European notifications including the Mid-Essex



Estuaries Special Area of Conservation, the Mid-Essex Special Protection Area, the Blackwater Estuary Special Protection Area and Abberton Reservoir Special Protection Area. The Special Area of Conservation and Special Protection Areas are notified under the Habitats Directive (92/43/EEC) and Birds Directive (79/409/ECC) respectively. They are also notified as Ramsar sites under the Ramsar Convention.

Abberton Reservoir is a large, shallow, freshwater storage reservoir approximately 6 miles south-west of Colchester. It is built in a long, shallow valley and is the largest freshwater body in Essex. It is one of the most important reservoirs in Britain for wintering wildfowl, with a key role as a roost for wildfowl and waders feeding in adjacent estuarine areas. The site is also important for winter feeding and autumn moulting of waterbirds. The margins of parts of the reservoir have well developed plant communities that provide important opportunities for feeding, nesting and shelter. Abberton Reservoir is important especially as an autumn arrival area for waterbirds that subsequently spend the winter elsewhere. Abberton Reservoir is a public water supply reservoir. Reduced water availability, and increased demand, in recent years has led to generally low water levels; greater numbers of waders therefore use the site, and as a result no decrease in wildfowl has been attributed to low water levels. Water entering the site has elevated nitrate levels, leading in most summers to algal blooms, but there is no evidence of impacts on wildlife. The Water Company has a consultative committee which addresses conservation issues at all its sites, and the Abberton Reservoir Committee (involving Essex Wildlife Trust and Natural England) addresses local issues.

The Blackwater Estuary is the largest estuary in Essex and is one of the largest estuarine complexes in East Anglia. Its mud-flats are fringed by saltmarsh on the upper shores, with shingle, shell banks and offshore islands a feature of the tidal flats. The surrounding terrestrial habitats; the sea wall, ancient grazing marsh and its associated fleet and ditch systems, plus semi improved grassland, are of high conservation interest. The diversity of estuarine habitats results in the sites being of importance for a wide range of overwintering waterbirds, including raptors, geese, ducks and waders. The site is also important in summer for breeding terns. Water based recreation and in particular jet skis are identified as one of the site's sensitivities. The main threat to the site is erosion of intertidal habitats due to a combination of sea level rise and isostatic forces operating on the land mass of Great Britain. The situation is worsened with increasing winter storm events, whilst the hard sea walls along this coastline are preventing the saltmarsh and intertidal areas from migrating inland. This situation is starting to be addressed by alternative flood defence techniques. A shoreline management plan has been prepared for the Essex coast which seeks to provide a blueprint for managing the coastline sustainably.

The Colne Estuary is located in the southern end of Colchester's coastal area. It is a comparatively short and branching estuary, with five tidal arms that flow into the main channel of the River Colne. The Colne Estuary encompasses a diversity of soft coastal habitats, dependent upon natural coastal processes. The vulnerability of these habitats is linked to changes in the physical environment: the intertidal zone is threatened by coastal squeeze and changes to the sediment budget, especially up drift of the site. Limited beach feeding is under way to alleviate the sediment problem. The site is vulnerable to recreational pressures which can lead to habitat damage (saltmarsh and sand dunes) and to disturbance of feeding and roosting waterfowl. Pressures for increased use and development of recreational facilities are being addressed through the planning system and under the provisions of the Habitat Regulations. Jet and water-skiing are largely contained by the Harbour Authorities. Most grazing marshes are managed under ESA/

Countryside Stewardship Agreements, but low water levels are of great concern, and low freshwater flows into the estuary, may be affecting bird numbers and/or distribution. This is being addressed through reviews of consents under the Habitats Regulations. Unregulated samphire harvesting is being



addressed by notifying all pickers of the legal implications of uprooting plants without the consent of landowners. To secure protection of the site, an Estuarine Management Plan is in preparation, which will work alongside the Essex Shoreline Management Plan and the emerging Marine Scheme of Management. The Environment Agency aim to reduce the nutrient enrichment arising from sewage and fertiliser run-off.

Following a review in 2008, 168 Local Wildlife sites have been designated in the Borough along with 10 local nature reserves. These are non-statutory nature conservation sites which along with the statutory sites play a key role in helping conserve the Borough's biodiversity.

8.1 Biodiversity Action Plan

The Essex Biodiversity Action Plan (EBAP) 2011 comprises of initiatives relating to 11 habitat types. These are:

- Arable Field Margins
- Hedgerows
- Traditional Orchards
- Lowland Dry Acid Grassland
- Lowland Meadows
- Lowland Heathland
- Ponds
- Floodplain and Coastal Grazing Marsh
- Lowland Raised Bog
- Reedbeds
- Coastal Salt Marsh

In addition to the above, wet woodlands are BAP habitats and will be taken into consideration alongside the listed BAP species and habitats in the SA/SEA of relevant policies and sites in the District's Local Plan.

Source: Essex Biodiversity Action Plan (EBAP) 2011

8.2 Designated Sites

There are 3 international designations in Tendring, with the Colne Estuary, Stour and Orwell Estuary and Hamford Water designated as Ramsar, Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). Nationally designated sites include 1 National Nature Reserve (NNR) and 15 Sites of Special Scientific Interest (SSSIs). There are also 125 locally important nature conservation areas which are designated as Local Wildlife Sites (LoWSs). The largest LoWSs within the District are St. Osyth covering 91.3 ha and Lower Farm Marshes covering 61.2 ha.

There are no Ramsar sites, Special Protection Areas (SPAs) Special Areas of Conservation (SACs), or candidate Special Areas of Conservation (cSACs), in Braintree District.



In Colchester, the Blackwater Estuary, Colne Estuary and Abberton Reservoir are designated as Ramsar sites and Special Protection Areas (SPAs) with international protection.

The only NNR within Tendring District is the Colne Estuary, which is also a SSSI. Colne Estuary NNR is a 2,915.2 ha site, the main habitat of which is wetland. Situated within Colchester and Tendring Districts, The Colne Estuary is comparatively short and branching, with five tidal arms which flow into the main river channel. The estuary is of international importance for wintering Brent Geese and Black-tailed Godwit and of national importance for breeding Little Terns and five other species of wintering waders and wildfowl. The variety of habitats which include mudflat, saltmarsh, grazing marsh, sand and shingle spits, disused gravel pits and reed beds, support outstanding assemblages of invertebrates and plants. Two areas of foreshore at East Mersea are of geological importance. Colne Point and St. Osyth Marsh are of geomorphological interest. In Colchester, the Blackwater Estuary and Colne Estuary are designated as NNRs as well as SSSIs. Braintree District does not contain any NNRs.

In Tendring there are 15 SSSIs are:

- Ardleigh Gravel Pit
- Cattawade Marshes
- Clacton Cliffs & Foreshore
- Colne Estuary
- Hamford Water
- Harwich Foreshore
- Holland Haven Marshes
- Holland-On-Sea Cliff
- Little Oakley Channel Deposit
- Riddles Wood
- St. Osyth Pit
- Stour and Copperas Woods, Ramsey
- Stour Estuary
- The Naze
- Weeleyhall Wood

In Braintree there are 4 SSSIs:

- Belcher's & Broadfield Woods SSSI
- Bovingdon Hall Woods SSSI
- Chalkney Wood SSSI
- Glemsford Pits SSSI

In Colchester there are 8 SSSIs:

- Abberton Reservoir SSSI
- Blackwater Estuary SSSI



- Bullock Wood SSSI
- Colne Estuary SSSI
- Marks Tey Brickpit SSSI
- Roman River SSSI
- Tiptree Heath SSSI
- Upper Colne Marshes SSSI
- Wivenhoe Gravel Pit SSSI



Table 52: Condition of Sites of Special Scientific

| Tendring SSSI | % Area meeting PSA target of favourable or unfavourable condition | Braintree SSSI | % Area meeting PSA target of favourable or unfavourable condition | Colchester SSSI | % Area meeting PSA target of favourable or unfavourable condition |
|-------------------------------|---|--------------------------------|---|---------------------|---|
| Ardleigh Gravel Pit | 100.00% | Belcher's and Broadfield Woods | 100.00% | Abberton Reservoir | 100.00% |
| Cattawade Marshes | 100.00% | Bovingdon Hall Woods | 93.30% | Blackwater Estuary | 98.44% |
| Clacton Cliffs & Foreshore | 100.00% | Chalkney Wood | 100.00% | Bullock Wood | 100.00% |
| Colne Estuary | 99.82% | Glemsford Pits | 100.00% | Colne Estuary | 99.82% |
| Hamford Water | 100.00% | | | Marks Tey Brickpit | 100.00% |
| Harwich Foreshore | 100.00% | | | Roman River | 100.00% |
| Holland Haven Marshes | 100.00% | | | Tiptree Heath | 100.00% |
| Holland-On-Sea Cliff | 100.00% | | | Upper Colne Marshes | 100.00% |
| Little Oakley Channel Deposit | 100.00% | | | Wivenhoe Gravel Pit | 100.00% |
| Riddles Wood | 100.00% | | | | |



| Tendring SSSI | % Area meeting PSA target of favourable or unfavourable condition | Braintree SSSI | % Area meeting PSA target of favourable or unfavourable condition | Colchester SSSI | % Area meeting PSA target of favourable or unfavourable condition |
|----------------------------------|---|----------------|---|-----------------|---|
| St. Osyth Pit | 100.00% | | | | |
| Stour and Copperas Woods, Ramsey | 100.00% | | | | |
| Stour Estuary | 98.01% | | | | |

Source: Data taken from Natural England, 2016



There is a Public Service Agreement (PSA) target of at least 95% of all nationally important wildlife sites being brought into favourable condition. All 15 SSSI sites in Tendring and all 8 sites in Colchester are meeting this target. 3 of the 4 SSSIs in Braintree are meeting the target, but Bovingdon Hall Woods is at 93.30% favourable or unfavourable recovering. The table above shows the breakdown of each SSSIs condition as of June 2016. Colne Estuary in Tendring and Colchester, Stour Estuary in Tendring, Bovingdon Hall in Braintree and Blackwater Estuary in Colchester are the only SSSIs and not meeting the PSA target for 100% of their area, however the area not in a favourable or favourable recovering condition is small.

In addition to designated sites, consideration should also be given to non-designated value in regards to ecology on a site-by-site basis in order to protect and enhance species and habitats, including those that are protected. This could include Greenfield sites and areas of habitat considered to enrich appreciably the habitat resource within the context of local areas, such as species-rich hedgerows, municipal parklands or individual veteran trees.

8.3 HRA Screening Report for North Essex Authorities Strategic Part 1 for Local Plans (2016) - LUC

The requirement to undertake HRA of development plans was confirmed by the amendments to the Habitats Regulations published for England and Wales in July 2007 and updated in 2010 and again in 2012. Therefore, when preparing the Local Plan, the North Essex Authorities (NEA) are required by law to carry out a Habitats Regulations Assessment, undertaken in this case by LUC on their behalf.

Summary of Braintree Section Two Local Plan HRA Screening Report

The Braintree Part 2 HRA Screening concluded that because there are no European sites within Braintree District it is not possible for the Braintree District Draft Local Plan to result in direct likely significant effects on European sites. However, it is possible for the Draft Local Plan to give rise to likely significant effects on European sites beyond the District boundary.

The HRA Screening considered all European sites within 20km of the District boundary, plus European sites beyond this boundary where a pathway for likely significant effects could exist. As a result, 15 European sites were included in the HRA Screening.

The HRA Screening focused on Part 2 of the Braintree District Draft Local Plan (i.e. it did not include an HRA of Part 1 North Essex Authorities Shared Strategic Plan, which is common to Braintree District, Colchester Borough, and Tendring District).

The HRA Screening found that the Braintree District Draft Local Plan Part 2 alone will not give to rise to likely significant effects on any European sites alone.

However, the HRA Screening found that there is the potential for likely significant effects in combination with the Part 1 North Essex Authorities Shared Strategic Plan, with respect to human disturbance of the network of Essex Estuarine Maritime Sites, comprising:

- Blackwater Estuary (Mid-Essex Coast Phase 4) SPA and Ramsar.
- Colne Estuary (Mid-Essex Coast Phase 2) SPA and Ramsar site.
- Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA and Ramsar site.



- Dengie (Mid-Essex Coast Phase 1) SPA and Ramsar site.
- Essex Estuaries SAC.

The key recommendation of the HRA Screening was to undertake an HRA Screening assessment of Part 1 North Essex Authorities Shared Strategic Plan, to consider the potential for likely significant effects on European sites, particularly the Essex Estuarine Maritime sites, either alone or in-combination with the Part 2 Local Plans for each of the three local authorities. The HRA

Screening recommended that an assessment of in-combination effects may need to extend to include other nearby local authorities, particularly Chelmsford City and Maldon District, but it may also need to be further extended to include Babergh District in Suffolk with respect to Hamford Water SPA and Ramsar site, and the Stour and Orwell Estuaries SPA and Ramsar site. Although likely significant effects with respect to these European sites from the Braintree District Draft Local Plan have been ruled out, the Part 1 North Essex Authorities Shared Strategic Plan includes Colchester Borough and Tendring District within which several European sites are located.

The Braintree HRA Screening has been reviewed by Natural England which provided comments regarding the methodology and also confirmed that they '*do not generally dispute the conclusions reached*'.

Summary of Colchester Section Two Local Plan HRA Screening Report

The Colchester Part 2 HRA Screening matrices conclude that the policies within the Part 2 Local Plan may result in likely significant effects on the Stour and Orwell Estuary SPA and Ramsar, the Colne Estuary SPA and Ramsar, Essex Estuaries SAC, and Blackwater Estuary SPA and Ramsar. Impacts which could not be ruled out were in respect of water quality and recreational disturbance. A summary of the likely significant effects is provided for each of the European sites below:

- Stour and Orwell Estuaries SPA and Ramsar – water quality issues associated with proposed dwellings at Dedham and Langham.
- Colne Estuary SPA and Ramsar – recreational pressures associated with proposed housing at Mersea Island, Mersea Caravan Park, and Wivenhoe.
- Essex Estuaries SAC – recreational pressures associated with proposed housing at Mersea Island, Mersea Caravan Park, and Wivenhoe.
- Blackwater Estuary SPA and Ramsar - recreational pressures associated with proposed housing at Mersea Island.

The HRA Screening is currently being reviewed by Natural England. It is understood that further discussions are taking place between NE and Colchester Borough Council regarding the distances used in applying Zones of Influence to European sites. In particular, visitor monitoring undertaken by Colchester Borough Council, on behalf of the NEAs has identified discrepancies relating to the distance travelled by visitors to the Stour and Orwell Estuaries SPA and Ramsar. This is discussed in more detail in the Screening Assessment in Chapter 4.

Summary of Tendring Section Two Local Plan HRA Screening Report

The Tendring Part 2 HRA Screening highlighted that a number of European sites lay within and surrounding the District. It concluded that it is possible for the Local Plan to give rise to likely significant



effects on European sites within and beyond the District boundary. The HRA considered all European sites within a 20km of the District boundary.

The HRA Screening found that the Tendring District Local Plan Part 2 has the potential to give rise to likely significant effects in relation to the loss of offsite functional habitat in respect of SPA birds, recreational pressures on the coastal sites, and water quantity and quality for the following European sites:

- Essex Estuaries SAC (water quality/quantity, recreation);
- Hamford Water SPA and Ramsar (recreation, loss of offsite habitat);
- Stour and Orwell Estuaries SPA and Ramsar (recreation, loss of offsite habitat);
- Colne Estuary (Mid-Essex Coast Phase 2) SPA and Ramsar (water quality/quantity, recreation, loss of offsite habitat);
- Abberton Reservoir SPA and Ramsar (loss of offsite habitat).

It was recommended that further assessment be undertaken at the Appropriate Assessment stage to determine whether the Part 2 Local Plan would result in adverse effects on the integrity of the European sites.

In addition to this, it was recommended that an HRA Screening assessment of Part 1 North Essex Authorities Shared Strategic Plan be undertaken, to consider the potential for likely significant effects on European sites either alone or in-combination with the Part 2 Local Plans for each of the three local authorities. The HRA Screening concluded that the assessment of in-combination effects may need to extend to include other nearby local authorities.

The Tendring Part 2 HRA Screening has been finalised and reached the conclusions summarised above, but is yet to be issued to, or reviewed by Natural England.

Appropriate Assessment (2017) - LUC

Loss of Offsite Habitat

The HRA's of the Braintree and Colchester Section 2 Local Plans concluded that their Plans would not result in the adverse effects on European Sites as a result of the loss of offsite habitat. The Tendring Section 2 Local Plan identified likely significant effects as a result of loss of offsite land for Abberton Reservoir SPA/Ramsar; Blackwater Estuary SPA/Ramsar; Hamford Water SPA/Ramsar; Stour and Orwell Estuaries SPA/Ramsar; and Colne Estuaries SPA and Ramsar.

The HRA of the Tendring Section 2 Local Plan included a detailed desk-based assessment of the site allocations which identified that the majority of site allocations were considered to have low or negligible potential to support significant numbers of SPA/Ramsar qualifying bird species, either alone or cumulatively with other allocations, and were therefore discounted from further consideration in terms of offsite functional land. However, the Tendring Colchester Borders Garden Community was identified as a strategic site allocation with potential to support lapwing and golden plover associated with the above European sites.

This allocation has factors which are likely to limit its potential importance for golden plover and lapwing, such as flight lines interrupted by urban settlements, distance from European sites, and the presence of edge features. As a result, the HRA of the Tendring Section 2 Local Plan indicated that no single allocation is, on its own, likely to be important in maintaining the integrity of the bird populations at the



Stour and Orwell SPA/Ramsar, Hamford Water SPA/Ramsar, Colne Estuary SPA/Ramsar, Blackwater Estuary SPA/Ramsar, and Abberton Reservoir SPA/Ramsar.

The HRA of the Tendring Section 2 Local Plan concluded that whilst the Tendring Colchester Borders Garden Community provides suitable offsite foraging habitat for golden plover and lapwing in the form of arable fields and short grazed pasture, in isolation the importance of such sites for these species is likely to be low when compared with the extensive areas of habitat of increased suitability both within the NEA's and the wider land areas surrounding these European sites, particularly given the influence of the limiting factors described above. As a result, the potential for the loss of offsite habitat to adversely affect these species related primarily to the cumulative effect of reducing the extent of feeding areas. The likelihood of this occurring was considered low given the quality of the habitat affected and the small amount of habitat affected as a proportion of that available around each of the European sites.

Nevertheless, despite the above, uncertainty remains under the precautionary principle as to whether the loss of the Tendring Colchester Borders Garden Community will, cumulatively with the loss of smaller non-strategic allocations adversely affect the integrity of the SPA/Ramsar sites in relation to golden plover and lapwing. Given the dependency of these species on offsite arable fields and grasslands, inclusion and implementation of appropriate safeguards and mitigation will be required in the Strategic Section 1 Local Plan to provide certainty that there will be no adverse effect on the integrity of the Stour and Orwell SPA/Ramsar, Hamford Water SPA/Ramsar, Colne Estuary SPA/Ramsar, Blackwater Estuary SPA/Ramsar, and Abberton Reservoir SPA/Ramsar. Mitigation requirements are described below.

In order to provide certainty that the loss of offsite functional habitat will not adversely affect the integrity of the above sites, the following safeguards are required for incorporation within the Section 1 Strategic Plan:

- Wintering bird surveys will be required for Tendring Colchester Borders Garden Community as part of any project level development proposals and masterplanning, to determine the sites individual importance for golden plover and lapwing and inform mitigation proposals.
- A commitment to mitigation and phasing of Tendring Colchester Borders Garden Community is required within the Section 1 Strategic Plan dependent on the findings of bird surveys. This will need to take into account the cumulative numbers of SPA birds affected as parcels of land come forward for development. In the unlikely but possible event that cumulative numbers of SPA birds affected are likely to exceed thresholds of significance (i.e. >1% of the associated European Site), appropriate mitigation in the form of habitat creation and management in perpetuity, either on-site or through provision of strategic sites for these species elsewhere, will be required. If required, mitigation will need to create and manage suitably located habitat which maximises feeding productivity for these SPA species, and such mitigatory habitat would need to be provided and fully functional prior to development which would affect significant numbers of SPA birds.

Recreation

Detailed and site specific management measures will be provided in the RAMS and would be specifically informed via the workshops and consultation described above. It is likely that key aspects of any RAMS will include, but is not limited to the following:

- Provision of physical barriers to movement (fencing, screening, planting and bird hides)
- Provision of wardening, whether part-time, permanent or seasonal.
- Provision of educational resources including promoting self-regulation.



- Education initiatives such as provision of interpretation boards and signage, leaflets, posters, and liaison with local schools and leisure operators.
- Provision of infrastructure to encourage activities to focus on specific areas. E.g. via path upgrades, provision of benches and signage etc.
- Clear route signage.
- Closure and rerouting of paths during sensitive periods.
- Promoting a code of conduct aimed at providers and participants of water based recreational.
- Habitat management and enhancement to provide locations for birds away from disturbance sources (e.g. high tide roosts).

As described above, to ensure that the RAMS continue to be based upon up-to-date information, regular monitoring will be required, with visitor and bird monitoring being required no less frequently than every 5 years. Bird surveys are regularly undertaken at each of the European sites as part of the BTO's WeBS Core Counts and Low Tide Counts and it is therefore predicted that such information will be available, but to ensure certainty, a commitment will be required by the Council that in the event that suitably up to date bird survey data is not available during each 5 year period, albeit unlikely, they will undertake equivalent survey work to inform the RAMS.

In summary, the implementation of recreation strategies is now a widely advocated means of mitigating impacts associated with recreation at European sites. As a result, there is a high degree of confidence in the appropriateness and likely effectiveness of such a measure. The production and implementation of RAMS which include a commitment to regular monitoring, and which have the flexibility to adapt to findings and pre-empt impacts before they affect integrity is considered likely to provide an effective form of mitigation and avoidance for recreational pressures arising from the Strategic Section 1 for Local Plans. As a result, providing that the North Essex Authorities continue to collaborate and prepare the necessary RAMS in line with the broad principles outlined above, and in close consultation with Natural England, and the RAMS are ready for implementation prior to adoption of the Section a and Section 2 Local Plans, the Strategic Section 1 Local Plans is not predicted to result in adverse effects on the integrity of the Stour and Orwell Estuaries SPA/Ramsar, Hamford Water SPA/Ramsar, Essex Estuaries SAC, Colne Estuary SPA/Ramsar, or Blackwater Estuary SPA/Ramsar, either alone or in-combination with other plans and projects as a result of recreation.

Water Quality & Quantity

In light of the findings of the Section 2 HRAs, it is concluded that, whilst there are currently issues regarding capacity of water recycling centres in both Colchester Borough and Tendring District, with subsequent risks to European sites associated with changes in water quality, the safeguards which will be included within the Section 2 Local Plans for each, will ensure that a given development will not proceed until the necessary infrastructure upgrades have been provided as necessary in accordance with Anglian Water and Environment Agency advice. Therefore, in conclusion, the measures provided in the Section 2 Local Plans will also provide sufficient certainty that the overall strategic growth proposed in North Essex as part of the Section 1 for Local Plans will not result in significant adverse effects on the Stour and Orwell Estuaries SPA/Ramsar, Colne Estuary SPA/Ramsar, or Essex Estuaries SAC as a result of changes in water quality.

Source: HRA Report for North Essex Authorities Strategic Section 1 for Local Plans Prepared by LUC (May 2017)



9. Landscapes

The rurality of the Strategic Area also means that there are large areas of open countryside, including protected natural and historic landscapes. Areas of importance for nature conservation are to be found particularly along the coast and river estuaries, while the villages and towns include many built heritage assets.

The District has large areas of unspoilt open countryside and a wealth of attractive natural and historic landscapes including areas of importance to nature conservation, particularly around its coast and estuaries.

In the north west of the District is the Dedham Vale Area of Outstanding Natural Beauty (AONB), designated for conservation due to its significant landscape value. Made famous by the paintings of Constable and Gainsborough, its traditional grasslands, wildflower meadows and hedgerows provide an opportunity for both residents and visitors to enjoy the peace and beauty of what are among some of England's most precious and vulnerable landscapes.

There is no Area of Outstanding Natural Beauty (AONB) in Braintree District but proposals are under consideration to extend Dedham Vale AONB westwards towards Sudbury, crossing over into the north east part of the District. This is being proposed by the Stour Valley Partnership and is supported by Essex County Council, Braintree and Colchester local authorities.

Braintree District is the subject of two Landscape Character Assessments; the Essex Landscape Character Assessment (2003) and the Combined Landscape Character Assessment (2006). The information contained within these can be used to determine the sensitivity of certain landscape areas to development.

The rural landscape of the Borough has a rich ecological character influenced by geology and landform. Habitats include woodland, grassland, heath, estuary, saltmarsh, mudflat and freshwater as well as open water habitats. Many sites are recognised for their value by international and national notifications, including the coastal and estuary areas in the south east and the Dedham Vale Area of Outstanding Natural Beauty in the north of the Borough.

9.1 Landscape Features

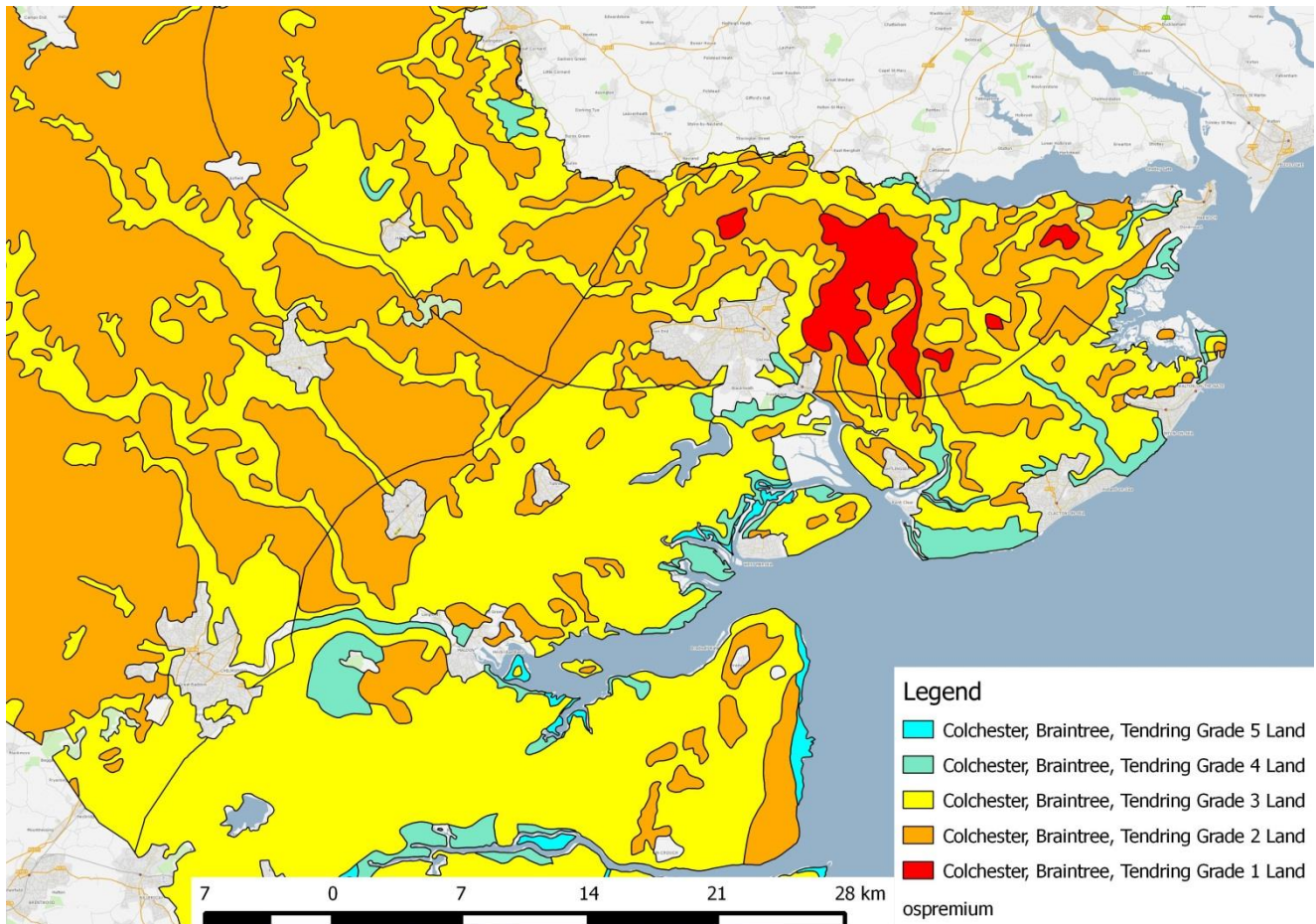
The Landscape Character Assessment for Tendring District identified 30 separate landscape character area types. There is a need for an updated Landscape Character Assessment. Braintree District is categorised into 22 landscape character area types according to the Landscape Character Assessment (2006). Colchester Borough Landscape Character Assessment identified 32 landscape character areas within the Borough.

Ancient Woodland

Tendring District is noted for its ancient broad-leaf woodland that occurs across a central belt within the District. Three of these woodlands are of national importance, and Stour and Copperas Woods SSSI together form, at 77ha, the largest area of broad leaf ancient woodland in north-east Essex.

9.2 Agricultural Land Classification

Figure 4: Agricultural Land Classification in Colchester, Braintree and Tendring District



Source: Place Services, (2016)

Brickearth is the basis of the rich agricultural land of Tendring District giving rise to the Tendring and Wix Soil Series, which are coterminous with the brickearth across the area and are the most extensive soil types in the District. The plateau is classified as Grade 1 or Grade 2 Agricultural Land due to its soils richness and fertility.

Much of soil on the plateau is of the Tendring Soil Series. The soil is usually deep and stoneless and drains reasonably well, although it can also contain sufficient water to avoid drought in most years. The land is agricultural grade 2 and 3.

The Tendring Soil Series is characterised by usually deep and stoneless loams which drain reasonably well, although it can also contain sufficient water to avoid drought in most years. The agricultural land is of the highest grade.

At the headwaters of the Holland brook the Windsor Soil Series are mapped. These are characterised by deep clayey soils mostly with brown subsoils formed upon London Clay. Their high clay content makes them difficult to work and prone to seasonal waterlogging and compaction under arable cropping and poaching under grassland. They are often woodland soils. These soils are often of poorer quality



agricultural land.

The majority of agricultural land in Braintree District is classified as Grade 2 or 3, with 65.8% (40,243 hectares) of agricultural land classified as Grade 2 and 29.9% (18,304 hectares) as Grade 3. Grade 1, 2 and 3a agricultural land is considered to represent the best and most versatile agricultural land (note the national agricultural land classification maps do not distinguish between grade 3a and 3b agricultural land, which can only be established through more detailed survey work).

The existence of large historical manufacturing industries in the Braintree District, has led to some degree of contamination of sites through associated industrial processes, or activities which are now defunct. Contamination of land can have adverse impacts on health and well-being as well as damaging wildlife and contributing to pollution of water bodies.

Tendring has a significant concentration of grade 1 and 2 agricultural land to the north west of the District on the border with Colchester Borough. The majority of the central party of the District is grade 3 land, with small areas of grade 2 running from south west to north east through the centre of Tendring. Coastal areas have lower quality land, with grade 4 land to the south around Colne Point and Holland-on-Sea and grade 4 and 5 land around Harwich and Dovercourt.

Grade 1 and 2 agricultural land is predominantly in the north east of Colchester Borough, with some areas of grade 2 land to the west and north west. Land to the south of the borough is lower quality, the majority of which is grade 3 with some areas of grade 4 and 5 along the banks of the river Colne and Abberton reservoir.

Braintree predominantly features grade 2 agricultural land across the majority of the District, with areas of grade 3 land throughout. Some more concentrations of grade 3 land are notable towards the north of the District. There is an area of poor quality grade 5 land to the east of Stisted and Braintree town.



10. Water Environment

10.1 Water Courses

The main water courses running through Braintree District are the Rivers Blackwater, Colne, Brain, Pant, Stour and Ter. Braintree District contains Source Protection Zones and major aquifers within the northern half of the District, together with scattered minor aquifers in the south of the District.

Following a national review of Catchment Abstraction Management Strategies (CAMS) boundaries, water resources in the South Essex CAMS (excluding the Mardyke catchment) are now incorporated with the North Essex CAMS into the Combined Essex CAMS. The Combined Essex CAMS document sets out the issues for the whole of Essex. The document splits the County into Water Resource Management Units (WRMU), of which two relate to areas which include watercourses within Braintree District. These are WRMU1 and WRMU2.

The integrated WRMU status for WRMU 1 was 'over-abstracted' and for WRMU 2 it was 'no water available' at February 2007. The Combined Essex CAMs Annual Update (March 2008) noted that the availability of water within the Roman River / Layer Brook catchment had changed, however the water availability and restrictions for the remainder of WRMU 1 had not changed since the publication of the CAMS in February 2007.

Essex falls within the Anglian River Basin District. The Anglian River Basin District is subdivided into catchment areas and the Essex Rivers catchment area lies within the counties of Essex and Suffolk, as well as a small part of Cambridgeshire. The Combined Essex catchment area is further subdivided into water body catchment areas. The water bodies which are associated with Braintree District are: R1, Doomsey Brook; R4, Ter; R16, River Chelmer; R23, Blackwater Pant; R91, Brain; R102, Boreham Tributary; and R115, River Blackwater. The majority of water bodies within Braintree District are given a 'moderate' current overall potential Water Framework Directive (WFD) status. However the River Blackwater and the River Chelmer are both given a 'poor' current WFD status.

The open character, nature conservation importance and recreational importance of the floodplains of the River Stour, Colne, Brain, Pent, Blackwater, Ter Valley and their tributaries and the Chelmer and Blackwater Navigation are potentially sensitive to inappropriate development close to these watercourses.

10.2 Water Quality

Tendring's potable drinking water comes from Ardleigh Reservoir. The reservoir covers 120 acres and, as well as providing the District drinking water, is also used for recreational activities including sailing and fishing and is home to the University of Essex Rowing Club. National daily domestic per capita water consumption, according to the WWF, is 150 litres. Nationally, we are expected to reduce the per capita consumption of water to 130 litres (or less) by 2030. In 2010 amendments to the Building Regulations required that new dwellings do not exceed a per capita consumption of water of more than 125 litres per day.

Climate change is leading to more frequent droughts with consequent reduced water availability which,



added to the relatively high amount of water consumed by residents within the District, could lead to water shortages. In terms of greenhouse gas emissions, the Council has, in the past few years, reduced its carbon dioxide emissions. However, the per capita emissions in the District have increased slightly in the same period.

All of the watercourses in Braintree District which could potentially receive an increase in discharge from the WwTW (Waste water Treatment Works) (the Rivers Brain, Colne and Pant/Blackwater) are classified as being Heavily Modified under the WFD (Water Framework Directive). This categorisation of Heavily Modified Water Body (HMWB) means that the channel has undergone significant morphological changes. In the District the majority of these historical changes were for flood protection and navigation. The WFD requirement for HMWBs is to reach good ecological potential (GEP) as opposed to 'good status', however the water quality standards required are consistent, regardless of the designation as HMWB.

Colchester's potable drinking water comes from Ardleigh Reservoir. National daily domestic water use (per capita consumption) according to the WWF is 150 litres. Nationally we are expected to reduce per capita consumption of water to an average of 130 litres per person per day by 2030. Amendments to building regulations in 2010 require per capita consumption of water to be limited to 125 litres.

Colchester Borough is primarily served by Anglian Water Services, although a small area around Dedham and one around Wivenhoe fall within the area supplied by Tendring Hundred Water.

Both Anglian Water and Tendring Hundred Water are confident that they can supply demand within the Region to at least 2035 (the end of their draft Water Resource Management Plans).

However, AWS recognise that there are potential supply deficits either against dry year averages or critical peak period forecasts and have proposed a range of activities to address these deficits over the next 27 years.

Colchester Borough is serviced by fifteen sewage treatment works of which two (Dedham and Tiptree) also receive discharges from adjacent Local Authority areas.

10.3 Flood Risk

The risk of flooding posed to properties within the District arises from a number of different sources including river flooding, sewer and surface water flooding.

The Mid Essex Strategic Flood Risk Assessment (SFRA), which includes Braintree District, was published in October 2007, with an Appendix relating to Braintree District in July 2008. Flood risk issues and flood management strategies identified in this document are outlined below but the SFRA provides a detailed analysis of flood risk associated with individual sites identified as potential locations for development at that time. This analysis, together with the planned addendum to the SFRA to analyse new sites, will be referenced in the SA of site allocations.

With over 60 Kilometres of coastline, the District contains a number of areas at high risk from tidal flooding and coastal erosion. The Essex and South Suffolk Shoreline Management Plan (SMP), prepared in partnership between the Environment Agency, Essex County Council and District Councils, is a strategy for managing flooding and coastal erosion over the next 100 years, in three time periods of 0-20 years, 20-50 years and 50-100 years. The main aims of the SMP are to protect all dwellings and key infrastructure against flooding and erosion, to sustain the quality of the natural and historic environment and to allow natural shoreline evolution where possible to take place. The SMP sets out four strategies to



support these aims:

- Hold the Line (HtL) – hold the existing line of defences by maintaining or increasing the standards of defences,
- Advance the Line (AtL) – Build new defences seaward of the existing defences,
- Managed Realignment (MR) – allowing or enabling the shoreline to move with associated management to control or limit the effect on land use and the environment, and;
- No Active Intervention (NAI) – no investment in coastal defences or operations.

The 'Hold the Line' strategy, maintaining the existing defence line, can be seen in the Coastal Protection Scheme between Clacton and Holland on Sea. In 2014 the Clacton to Holland on Sea Coastal Protection Scheme was implemented to provide protection to more than 3,000 homes and commercial premises which would be at serious risk from erosion by the sea during the next 100 years. The £36 million Scheme, funded by the Environment Agency in partnership with Tendring District Council and Essex County Council, covers an area of 5km of coastline from Clacton Pier to Holland Haven. The Scheme will see the installation of 23 fish-tail groynes to combat the effects of erosion and 950,000 cubic metres of sand and shingle beach recharge to replace the substantial amount of beach frontage lost in this area. The groynes will create 22 attractive new beaches in separate bays which can be enjoyed by both residents and visitors at all states of the tide and will encourage greater use of these beaches. Phase 1 of the Scheme was completed in January 2015 providing seven sandy bays, and Phase 2 is expected to be completed by the end of 2015.

Climate change is increasing the magnitude and frequency of intense rainfall events that cause flooding and the risk of flooding from the River Colne and Stour which are also heightened by increased winter precipitation. There is a risk of flooding from a number of sources: fluvial, tidal and pluvial. Tidal flood risk is concentrated along the coastal frontage including Harwich, Parkeston Jaywick and Brightlingsea, which are all low lying. Tidal flood sources are the most dominant in Tendring and tidal flooding can result from a storm surge, high spring tides or both events combined over defended and undefended land. This being said, the Council in partnership with other key stakeholders is tackling tidal flooding by the insertion of new flood defences between Holland-on-Sea and Clacton. The main pathway of fluvial flooding is from high river flows resulting in out of bank flows. Flood defences and control structures could potentially fail and actually increase flood risk. Pluvial flooding can occur as a result of severe storms, which create run-off volumes that temporarily exceed the natural or urbanised sewer and drainage capacities, creating flash flooding. This is likely to increase as a result of higher intensity rainfall, more frequent winter storms and increased urban development.

Tendring Strategic Flood Risk Assessment (SFRA)

A 2015 SFRA update was produced to accompany the emerging Local Plans. The SFRA is a planning tool that enables the council to select and develop sustainable site allocations away from vulnerable flood risk areas. The SFRA will assist the council to make the spatial planning decisions required to inform the Local Plan and contained the following recommendations:

- When assessing the suitability of land for development the Council will consider both PPS25 and the SFRA and apply the sequential and exception tests.
- The Council should object in principle to new development within Flood Zones 2 and 3 through policy.
- If brownfield floodplain redevelopment is proposed, the Council should push for the removal of buildings and restoration of the natural floodplain. Where this is not practical the site

redevelopment must not exceed, and where possible reduce, the overall building footprint. Additionally the land use of the site should be changed to a land use with a less vulnerable classification. Brownfield redevelopments within the functional floodplain must be fully flood resilient to minimise damage and enable quick recovery from flooding.

- SUDS should be applied where appropriate.
- The Council will require a site specific flood risk assessment to be submitted with all planning applications unless they are for developments <1ha located in Flood Zone 1, where there are no existing drainage issues.
- The Council should review their Emergency Plan with respect to flooding and raise awareness amongst residents on the measures which can be taken to mitigate against future flooding events.
- Development proposals adjoining the main rivers, ordinary watercourses and culverts should be set back.
- Opportunities should be sought to restore/deculvert rivers.

Fluvial Flooding

A hierarchy of flood zones are defined as:

Zone 1 – (Low Probability)

- Encompasses land assessed as having a less than 1 in 1000 annual probability of flooding in any year (<0.1%).

Zone 2 – (Medium Probability)

- Comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% – 0.1%).

Zone 3a – (High Probability)

- Covers land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) in any year.

Zone 3b – (The Functional Floodplain)

- This zone consists of land where water has to flow or be stored in times of flood. It is land which would flood with an annual probability of 1 in 20 (5%) or greater in any year.

The dominant fluvial systems within Braintree District are the River Blackwater, the River Brain and the River Colne. These rivers run close to a number of settlements. The River Brain flows through the towns of Braintree and Witham. The River Blackwater flows through Braintree, Coggeshall, Kelvedon and to the south of Witham. The confluence of the Rivers Brain and Blackwater is situated to the south east of Witham town centre. The River Colne flows through Great Yeldham, Sible Hedingham and Halstead.

Northern areas of Braintree town are within Flood Zones 2 and 3. These and other areas identified by the Mid Essex SFRA are subject to a higher risk from fluvial flooding.



Surface Water Flooding

Surface water flooding can occur from sewers, drains, or groundwater and from runoff from land, small water courses and ditches as a result of heavy rainfall.

The Mid Essex SFRA found no indication that groundwater flooding forms a significant risk within the District. Approximately 70% of the District is underlain by London Clay, including all of the main settlements. This forms an impenetrable barrier to groundwater at depth, limiting the risk from this source.

Typically, a Surface Water Management Plan (SWMP) is prepared to identify the causes and effects of surface water flooding and recommend the most cost effective way of managing surface water flood risk for the long term. A SWMP identifies areas where the surface water flood risk is most severe and designates them as Critical Drainage Areas (CDAs). Essex County Council is currently working on a SWMP and its findings will be reflected in the SA once it becomes available.

The updated Flood Map for Surface Water (uFMfSW) provided as part of the Jaywick Strategic Flood Risk Assessment update (2015) predominantly follows topographical flow paths of existing watercourses or dry valleys with some isolated ponding located in low lying areas. It should be noted that, because of its broad-scale nature, wherever possible these mapped outlines should be used in conjunction with other sources of local flooding information to confirm the presence of a surface water risk. Source: Haven Gateway Water Cycle Study (Nov 2009).

The 2007 Braintree SFRA recommended that runoff rates should be restricted for both greenfield and brownfield developments in Bocking, Braintree, Witham and Coggeshall in particular. This is also likely to be appropriate within other settlements to ease surface water flooding and drainage capacity exceedance.

Infiltration techniques are unlikely to be appropriate where the site is underlain by London Clay, such as in Bocking, Braintree, Witham, Halstead, Coggeshall and Kelvedon. Attenuation techniques should be imposed in these circumstances.

Table 53: Colchester: Summary Timeline of Water Supply, Wastewater, Environment and Flooding

| Department Area | | 2008-2011 | 2011-2014 | 2014-2017 | 2017-2021 |
|-----------------------------------|-----------------------------|-----------|-----------|-----------|-----------|
| North Colchester | Water Supply Resources | | | | |
| | Wastewater Treatment | | | | |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |
| Colchester Town Centre and Fringe | Water Supply Resources | | | | |
| | Wastewater Treatment | | | | |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |
| South Colchester (Garrison) | Water Supply Resources | | | | |
| | Wastewater Treatment | | | | |

| Department Area | | 2008-2011 | 2011-2014 | 2014-2017 | 2017-2021 |
|-----------------|-----------------------------|-----------|-----------|-----------|-----------|
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |
| East Colchester | Water Supply Resources | | | | |
| | Wastewater Treatment | | | | |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |
| Stanway | Water Supply Resources | | | | |
| | Wastewater Treatment | | | | |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure | | | | |

| Department Area | | 2008-2011 | 2011-2014 | 2014-2017 | 2017-2021 |
|--------------------------|-----------------------------|-----------|-----------|-----------|-----------|
| | Waste Supply Infrastructure | | | | |
| Colchester – Other Areas | Water Supply Resources | | | | |
| | Wastewater Treatment | | | | |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |
| Wivenhoe / Roehedge | Water Supply Resources | | | | |
| | Wastewater Treatment | | | | |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |
| Tiptree | Water Supply Resources | | | | |
| | Wastewater Treatment | | | | |

| Department Area | | 2008-2011 | 2011-2014 | 2014-2017 | 2017-2021 |
|-----------------|-----------------------------|-----------|-----------|-----------|-----------|
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |
| West Mersea | Water Supply Resources | | | | |
| | Wastewater Treatment | | | | |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |
| Marks Tey | Water Supply Resources | | | | |
| | Wastewater Treatment | | | | |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure | | | | |

| Department Area | | 2008-2011 | 2011-2014 | 2014-2017 | 2017-2021 |
|--|---|-----------|-----------|-----------|-----------|
| | Waste Supply Infrastructure | | | | |
| West Bergholt and Great Horkesley | Water Supply Resources | | | | |
| | Wastewater Treatment | | | | |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure (Horkesley) | | | | |
| | Wastewater Infrastructure (West Bergholt) | | | | |
| | Waste Supply Infrastructure | | | | |
| Other Villages – Eight Ash Green (EAG) and Langenhoe | Water Supply Resources | | | | |
| | Wastewater Treatment - EAG | | | | |
| | Wastewater Treatment - Lan | | | | |
| | Flooding | | | | |
| | Environment – Water Quality (EAG only) | | | | |
| | Wastewater | | | | |

| Department Area | | 2008-2011 | 2011-2014 | 2014-2017 | 2017-2021 |
|-----------------|-----------------------------|-----------|-----------|-----------|-----------|
| | Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |

Source: Haven Gateway Water Cycle Study Stage 2 Report (Nov 2009)

The key activities required to resolve the “red” time periods above are:

- Water Supply - Implementation of proposed transfer of water from Planning Zone 56 - Colchester to Planning Zone 63 - Tiptree
- Wastewater - Implement proposed discharge consent increases and process improvements at Colchester STW and Copford STW. Upgrade/extension of existing sewers or implementation of new sewer
- Water Quality - Implementation of BAT technologies, and therefore significant investment, to keep pollution levels within consent.

Table 54: Tendring Summary of Timeline of Water Supply, Environment and Flooding

| Department Area | | 2008-2011 | 2011-2014 | 2014-2017 | 2017-2021 |
|-----------------|-----------------------------|-----------|-----------|-----------|-----------|
| Clacton on Sea | Water Supply Resources | | | | |
| | Wastewater Treatment | | | | |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |
| Jaywick | Water Supply Resources | | | | |
| | Wastewater | | | | |

| Department Area | | 2008-2011 | 2011-2014 | 2014-2017 | 2017-2021 |
|--------------------------------------|-----------------------------|-----------|-----------|-----------|-----------|
| | Treatment | | | | |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |
| Harwich and Dovercourt | Water Supply Resources | | | | |
| | Wastewater Treatment | | | | |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |
| Frinton-on-Sea Walton-on-the-Naze | Water Supply Resources | | | | |
| | Wastewater Treatment | | | | |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater | | | | |

| Department Area | | 2008-2011 | 2011-2014 | 2014-2017 | 2017-2021 |
|----------------------------------|-----------------------------|-----------|-----------|-----------|-----------|
| | Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |
| Brightlingsea | Water Supply Resources | | | | |
| | Wastewater Treatment | | | | |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |
| Lawford, Manningtree and Mistley | Water Supply Resources | | | | |
| | Wastewater Treatment | | | | |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |
| Wix | Water Supply Resources | | | | |

| Department Area | | 2008-2011 | 2011-2014 | 2014-2017 | 2017-2021 |
|-----------------|-----------------------------|-----------|-----------|-----------|-----------|
| | Wastewater Treatment | | | | |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |
| Thorpe-le-Soken | Water Supply Resources | | | | |
| | Wastewater Treatment | (Clacton) | (Clacton) | (Clacton) | (Clacton) |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |
| St Osyth | Water Supply Resources | | | | |
| | Wastewater Treatment | | | | |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |

| Department Area | | 2008-2011 | 2011-2014 | 2014-2017 | 2017-2021 |
|-----------------|-----------------------------|-----------|-----------|-----------|-----------|
| | Wastewater Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |
| Thorrington | Water Supply Resources | | | | |
| | Wastewater Treatment | | | | |
| | Flooding | | | | |
| | Environment – Water Quality | | | | |
| | Wastewater Infrastructure | | | | |
| | Waste Supply Infrastructure | | | | |

Source: Haven Gateway Water Cycle Study Stage 2 Report (Nov 2009)

The key activities required to resolve the “red” time periods above are:

- Wastewater - Detailed review of development and discharges to establish the required increase in the consented DWF for Jaywick STW, and apply if necessary.
- Extension and upgrade/capacity increase of current sewer network.

The current BDC Core Strategy housing targets are within the original regional targets. As such, the WCS steering group has confidence that the potable water supply can accommodate the growth in the District, through the appropriate management of both supply and demand. Funding for any significant regional upgrades required is likely to come from AWS/ ESW as part of subsequent Price Review processes.

Individual sites may require upgrades to the local potable water supply network. However, the water companies are confident that the proximity of the proposed sites to existing network assets will allow any capacity constraints to be overcome, using the developer funding provisions set out by the Water Industry Act 1991.

The Stage 2 Detailed WCS has identified the possible reductions in water demand that may be achieved in new dwellings, and the wider benefits this may provide, to allow BDC to make informed policy decisions regarding water efficiency.



The sensitivity of the receiving watercourses in the District has been discussed, and current water quality concerns highlighted. Despite these factors, it has been shown that the WwTW within the District can treat the increased wastewater flows, using economically feasible, conventional methods to the standards required to prevent any deterioration to the water environment. There is however a risk that future tightening of environmental standards may constrain growth, but this is a regional if not national concern.

Where additional WwTW and sewerage network capacity will be required to accommodate the proposed growth, the timing and possible funding of these upgrades has been discussed. The proposed growth may cause some WwTW operational issues prior to 2015; however AWS remain confident that capacity can be provided to accommodate the total growth. Regarding sewerage network capacity, some phasing conflicts remain in the short to medium term for a number of proposed sites in the main towns; it is imperative that these sewerage network constraints are addressed by BDC, AWS and developers by building on the recommendations given in this WCS at the earliest opportunity.

It has been concluded that the impact of the increased WwTW discharges on the flood risk of the receiving watercourses is negligible, although policies must still be in place to ensure the mitigation of flood risk for new and existing properties, as climate change is predicted to increase the frequency and intensity of rainfall events.

11. Climate and Energy

Climate change predictions for the East of England for the 2080s, based on medium (current) emissions scenarios, are for an increase in winter mean temperature of approximately 3.0°C and an increase in summer mean temperature of approximately 3.6°C. The central estimate of change in winter mean precipitation is an increase of 20% whilst the central estimate of change in summer mean precipitation is a reduction of 20%.

Braintree District has a Climate Change Strategy and Action Plan (2009). The Action Plan is reviewed annually to determine progress against its indicators and actions. The Action Plan objectives cover four areas:

- **Reduce the Carbon Footprint** from all council services and operations, and reduce CO₂ emissions across the District.
- **Community Leadership** through sharing best practice with businesses and residents and leading by example.
- **Sustainable Services** to ensure that the Council's assets and operations are able to cope with the impacts of climate change.
- **Using its Regulatory Powers** to influence and ensure future development in the District is sustainable and prepared for climate change.

Tendring Council is committed to tackling climate change by reducing Carbon Dioxide emission both from Council operations and throughout the District. In 2010 the Council produced a Climate Change Strategy which outlined the predicted climate change risks to the District and the actions that can be taken to reduce these risks. The Strategy concentrates on the reduction of Carbon Dioxide emissions as this is the gas released in the largest quantities, has a long term effect in the atmosphere and is the greenhouse gas we have the most control over. The key aim of this Strategy is to engage with partners and the public to cut Carbon Dioxide emissions by reducing energy use, to make more efficient use of energy and to promote non fossil fuel technologies and alternatives to fossil fuels both in Council operations and within local communities. The Council will expect developers to demonstrate measures to be incorporated to maximise sustainability and energy efficiency in all new development.

Increase in development and use of renewable energy has seen the installation of both off and on-shore wind farms in Tendring. The Dong Energy Gunfleet Sands 48 turbine Off-shore Wind Farm has the capacity to provide approximately 100,000 homes with 'clean electricity' in the years to come making a considerable reduction in Carbon Dioxide emissions. The wind farm is maintained and operated from a base in Brightlingsea by locally recruited staff. The 5 turbine on-shore Wind Farm at Earls Hall has the capacity to generate 'clean electricity' for approximately 6,300 homes and will reduce Carbon Dioxide emissions by 15,000 tonnes per year. Approval has also been given for Solar Farms in Wix and Bradfield which together will have the capacity to generate 'clean electricity' for approximately 3,409 homes and reduce Carbon Dioxide emissions by 6,525 tonnes per year. Whilst the Council supports and encourages proposals for renewable energy installations it realises that turbines and solar arrays can be large structures which can potentially cause visual and/or noise impacts and will ensure that such installations are carefully located to mitigate the impact renewable energy infrastructure has on residents.

Large scale renewable energy schemes are an environmental and social issue. Many communities resist large scale renewable energy schemes due to concerns about landscape impact, noise and visual



impact.

11.1 Energy Consumption and Emissions

Braintree District consumes more renewable energy than the other districts and the East of England average. The remaining authorities all consume more energy from non-renewable sources as a percentage of their consumption compared to the East of England as a whole. More than three quarters of Tendring and Braintree District's 1,944.5GWh and 2,303.1GWh respective energy consumption is from petroleum products and natural gas. For Colchester, the percentage is just below 75% for the same energy sources. Colchester and Braintree are closer to the East of England average than Tendring. Registering 39.65% of their consumption deriving from petroleum, Tendring is lower than the percentage for Braintree, Colchester and the East of England. In contrast only 44.1GWh of energy consumed is from renewable bioenergy and waste sources, equating to just 1.72% of energy consumption in Tendring. This is comparatively low when measured against the 1.90% in Braintree and 1.74% achieved across the East of England region, but higher than the 1.41% achieved in Colchester.



Table 55: Energy consumption

| Resource | Tendring (GWh) | % of Total Energy Consumption | Braintree (GWh) | % of Total Energy Consumption | Colchester (GWh) | % of Total Energy Consumption | East of England (GWh) | % of Total Energy Consumption |
|----------------------|----------------|-------------------------------|-----------------|-------------------------------|------------------|-------------------------------|-----------------------|-------------------------------|
| Coal | 65.4 | 2.55% | 106.7 | 3.47% | 95.9 | 2.89% | 3,045.5 | 2.35% |
| Manufactured Fuels | 0.6 | 0.02% | 4.7 | 0.15% | 1.5 | 0.05% | 126.2 | 0.10% |
| Natural Gas | 928.7 | 36.25% | 806.9 | 26.26% | 1,022.6 | 30.87% | 41,698.1 | 32.17% |
| Electricity | 507.4 | 19.80% | 600.3 | 19.53% | 692.1 | 20.89% | 26,986.2 | 20.82% |
| Petroleum Products | 1,015.8 | 39.65% | 1,496.2 | 48.69% | 1,454.0 | 43.89% | 55,496.8 | 42.82% |
| Bioenergy and Wastes | 44.1 | 1.72% | 58.3 | 1.90% | 46.8 | 1.41% | 2,251.8 | 1.74% |
| Total | 2,562.0 | 100.00% | 3,073.0 | 100.00% | 3,312.9 | 100.00% | 129,604.9 | 100.00% |

Source: DECC 2014, (updated 2016)

Table 56: Energy consumption from renewable sources

| Local Authority | Percentage of Total Energy Consumption from Renewable Bioenergy and Waste Sources | Local Authority | Percentage of Total Energy Consumption from Renewable Bioenergy and Waste Sources |
|-----------------|---|-----------------|---|
| Basildon | 0.11% | Epping Forest | 0.12% |
| Braintree | 0.39% | Harlow | 0.07% |
| Brentwood | 0.10% | Maldon | 0.92% |
| Castle Point | 0.14% | Rochford | 0.24% |
| Chelmsford | 0.24% | Tendring | 0.39% |
| Colchester | 0.27% | Uttlesford | 0.57% |

Source: DECC, updated 2014 data

0.39% of Tendring District's total energy consumption comes from renewable sources. Tendring District consumes the 3rd highest proportion of renewables, joint with Braintree at 0.39%, against the other districts with Essex. Colchester is lower than Tendring and Braintree, with just 0.27% of energy provided from renewable bioenergy and waste sources.

Table 57: CO² emissions by source

| | Industry and Commercial (kt) | Domestic (kt) | Transport (kt) | Total (kt) |
|-----------------|------------------------------|------------------|------------------|------------|
| Tendring | 214.9 (28.8%) | 301.4 (41.6%) | 228.4 (30.6%) | 746.4 |
| Braintree | 270.7 (29.7%) | 301.8 (33.1%) | 341.0 (37.4%) | 912.8 |
| Colchester | 317.7 (31.6%) | 349.6 (34.8%) | 336.3 (33.5%) | 1,004.5 |
| Essex | 2,523.4 (28.8%) | 2,994.7 (34.2%) | 3,231.2 (36.9%) | 8,757.8 |
| East of England | 13,851.4 (34.6%) | 12,331.0 (30.8%) | 13,246.5 (33.1%) | 39,981.5 |

Source: DECC, updated 2013 data

Industry, domestic and transport each produce roughly 1/3 of the total CO₂ emissions within Colchester, however there is more variation in the statistics for Tendring and Braintree. The industry and commercial sector produces the smallest amount in every District at 28.8% for Tendring, 29.7% in Braintree and 31.6% in Colchester. Transport produces the most in Braintree at 37.4%, whereas domestic emissions

are the highest in Tendring and Colchester at 41.6% and 34.8% respectively. Tendring, Colchester and Braintree all produce less CO₂ from the industry and commercial sector than the East of England average and they all produce more domestic emissions than the east. Tendring transport emissions are lower than the east and Braintree's are higher, whereas Colchester is in line with the regional statistics.

Table 58: Reduction of CO₂ emissions per capita

| Area | % per capita reduction of CO ₂ since 2005 | Area | % per capita reduction of CO ₂ since 2005 |
|--------------|--|---------------|--|
| Basildon | 20.9% | Epping Forest | 16.5% |
| Braintree | 18.7% | Harlow | 25.3% |
| Brentwood | 16.7% | Maldon | 21.1% |
| Castle Point | 14.6% | Rochford | 18.2% |
| Chelmsford | 11.4% | Tendring | 11.5% |
| Colchester | 18.6% | Uttlesford | 21.4% |
| | | Essex | 17.3% |

Source: DECC, 2013 data

Tendring has one of the lowest reductions in CO₂ emissions relative to the 2005 data of all the Districts in Essex at just 11.5%. This is 6.1% below the average reduction per capita for Essex. Braintree and Colchester are higher than the Essex average at 18.7% and 18.6% respectively. Despite this, they are some way off the Harlow District, which registered the highest reduction in emissions of 25.3% between 2005 and 2013.

Table 59: Number of Codes for Sustainable Homes Certificates issued by Local Authority within Essex

| Area | Design Stage | Post Construction Stage | Total |
|--------------|--------------|-------------------------|-------|
| Basildon | 944 | 474 | 1,418 |
| Braintree | 813 | 525 | 1,338 |
| Brentwood | 196 | 194 | 390 |
| Castle Point | 17 | 17 | 34 |
| Chelmsford | 1,674 | 740 | 2,414 |

| Area | Design Stage | Post Construction Stage | Total |
|-----------------------|--------------|-------------------------|--------|
| Colchester | 1,359 | 939 | 2,298 |
| Epping Forest | 357 | 252 | 609 |
| Harlow | 445 | 157 | 602 |
| Maldon | 224 | 80 | 304 |
| Rochford | 408 | 182 | 590 |
| Tendring | 86 | 253 | 339 |
| Uttlesford | 1,286 | 776 | 2,062 |
| Overall Essex Total | 7,809 | 4,589 | 12,398 |
| Overall Essex Average | 651 | 382 | 1,033 |

Source: DCLG (updated Feb 2015)

Up to December 2014 Tendring District had issued 339 certificates, 86 at the design stage and 253 post construction, Braintree had issued 1,338, 813 at the design stage and 525 post construction and Colchester had issued the most at 2,298, 1,359 at the design stage and 939 post construction. Tendring is far below the Essex average of 1,033 certificates issued, but Braintree is above and Colchester is significantly higher than the Essex average.

11.2 Climate Change

Climate Change Scenarios

According to UK Climate Projections under a medium emission scenario the temperature in the East of England has a 67% likelihood of increasing between 1 and 2°C by 2020. By 2050, the temperature is predicted to increase to between 2 and 3°C across the region. Mean summer precipitation has a 67% likelihood of decreasing by up to 10% across the whole region by 2020 and by 2050 the south of the East of England will see decreases by up to 20%. In contrast the mean winter precipitation is predicted to increase by up to 10% across the region by 2020. By 2050 much of the region is expected to see a mean winter precipitation increase of between 10 and 20% apart from a band in the centre of the region which is expected to witness increases of between 20 and 30%.

Source: Met Office UKCP (2014)

Colchester is committed to reducing climate change both within the Borough and through its in-house operations through various schemes. In 2010 the Council prepared a Climate Risk Assessment, which



outlined climate change predictions for Colchester and considered the risks to the Borough from a changing climate. The climate change predictions were derived from Colchester specific data from UKCP09. UKCP09 is the working name for the UK climate projections. It is funded by Defra and uses data from the Met Office Hadley Centre and the UK Climate Impacts Programme (UKCIP) to predict the future climate of the UK under three different emissions scenarios (high, medium and low).

The short term climate change risks for Colchester are:

- Milder, wetter winters (central estimate shows an increase in mean winter temperature of 1.3oC and 6% increase in winter precipitation);
- Hotter, drier summers (central estimate shows an increase in mean summer temperature of 1.3oC and 7% decrease in summer precipitation);
- More frequent extreme high temperatures (central estimate shows an increase in the mean temperature of the warmest day of 0.9oC);
- More frequent downpours of rain (central estimate shows an increase of 5% precipitation on the wettest day);
- Significant decrease in soil moisture content in summer
- Sea level rise and increases in storm surge height (central estimate for sea level rise in the East of England shows a 9.7cm increase under the medium emissions scenario and a 11.5cm increase under the high emissions scenario); and
- Possible higher wind speeds.



12. Air

12.1 Air Quality

Air Quality in Essex is generally good. There are no Air Quality Management Areas (AQMAs) located in Braintree District. The main air quality issues in the District relate to nitrogen dioxide (NO₂) and particulate emissions from vehicles travelling on the A12 and A120.

There are five potentially significant junctions with daily flows of more than 10,000 vehicles in 2004. They are Newland Street, Witham; Cressing road, Witham; Head Street, Halstead; Railway Street, Braintree; and Rayne Road, Braintree.

Of the 12 passive diffusion NO₂ monitoring tubes located in the District, five exceeded the annual mean NO₂ objective concentration of 40 g/m³ but relevant exposure levels did not. Three of these were sited along the A12 at Hatfield Peverel, Rivenhall Hotel, and Foxden in Rivenhall while the other two were sited at Bradwell on the A120 and at Chipping Hill in Witham.

However, there are no AMQAs within Braintree or Tendring District.

Whilst the Borough of Colchester is extensively rural, the majority of the population live in the towns and villages. As a result, it is the built up areas which figure most prominently in many people's lives and the appearance and quality of their urban surroundings is an important factor in their quality of life. There are four Air Quality Management Areas in Colchester, located in the following areas:

- **Area 1** - Central Corridors (including High Street Colchester; Head Street; North Hill; Queen Street; St. Botolph's Street; St. Botolph's Circus; Osborne Street; Magdalen Street; Military Road; Mersea Road; Brook Street; and East Street).
- **Area 2** - East Street and the adjoining lower end of Ipswich Road.
- **Area 3** - Harwich Road/St Andrew's Avenue junction.
- **Area 4** - Lucy Lane North, Stanway; Mersea Road; and Brook Street.

Table 60: Air Quality Management Areas within Colchester

| Name | Description | Pollutant |
|--|---|-----------------|
| Area 1 – Central Corridors | High St Colchester, Head St, North Hill, Queen St, St Botolphs St, St Botolphs Circus, Osbourne St, Magdalen St, Military Rd, Mersey Rd, Brook St, East St and St Johns Street. | NO ₂ |
| Area 2 – East Street and the adjoining lower end of Ipswich Road | East Street and Ipswich Road | NO ₂ |
| Area 3 – Harwich Road / St Andrews avenue junction | St Andrews Avenue and Harwich Rd | NO ₂ |
| Area 4 – Lucy Lane North, Stanway | Lucy Lane North, Stanway | NO ₂ |

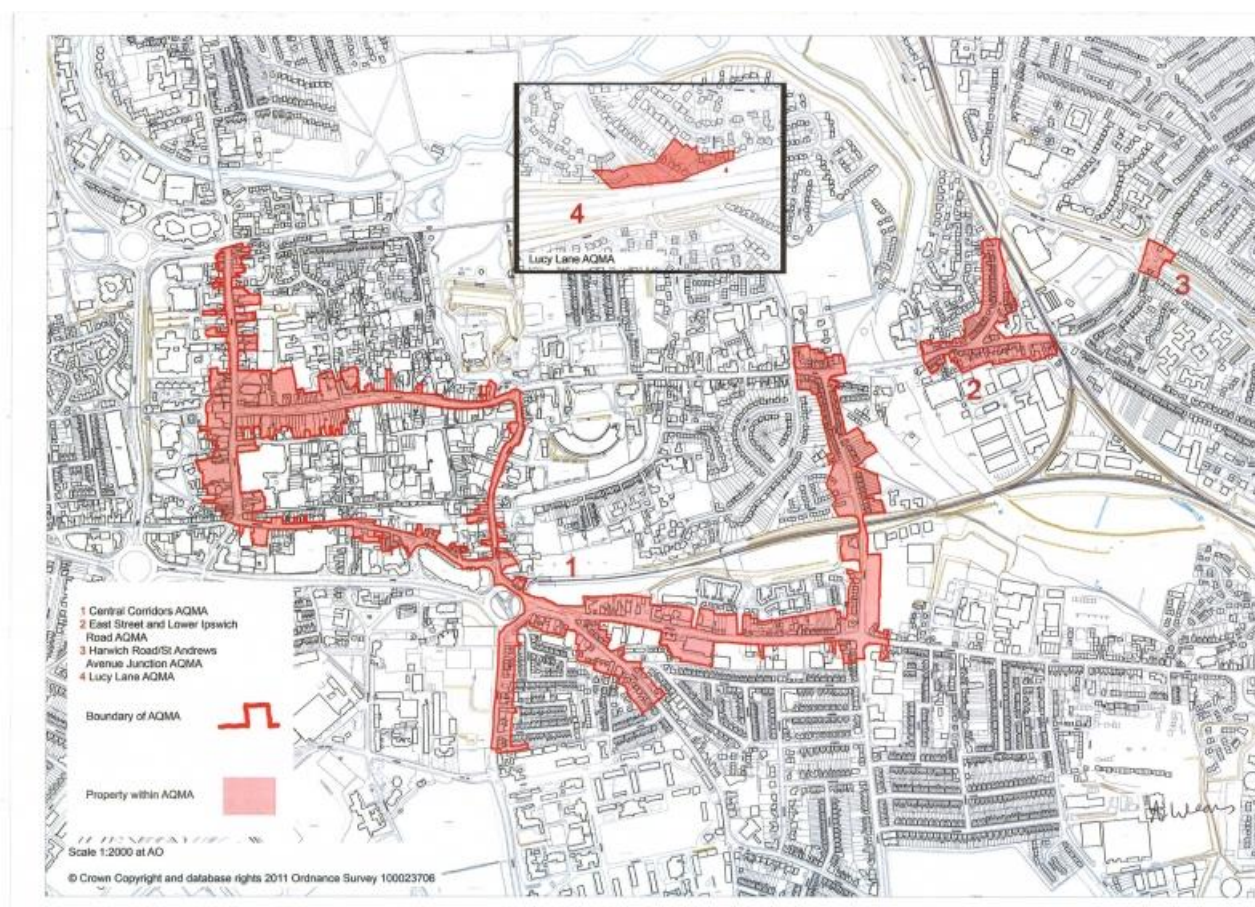
Notes: NO₂ - Nitrogen Dioxide

Source: Defra, 2015

The main air quality issues Colchester following the first round of air quality assessments were found to be emissions of NO₂ and PM₁₀ from vehicles in the area of Brook Street between (and including) the junctions with Walpole Road and East Hill and the northern end of the B1025 Mersea Road in Colchester. From this, air quality management areas (AQMAs) were declared in Colchester to monitor conditions in those areas. These AQMAs have since been revoked as of 2012 and replaced with the AQMAs described in the above table.

The four AQMAs within the District are shown spatially in the Figures below. They are all located within Colchester at busy junctions likely to experience at least some degree of congestion.

Figure 5: Map of AQMAs in Colchester

Table 61: Annual Mean Measurements of Nitrogen Dioxide ($\mu\text{g}/\text{m}^3$) across Colchester

| Colchester | | Annual Mean Concentrations ($\mu\text{g}/\text{m}^3$) adjusted for bias | | | |
|------------|----------------|---|------|------|------|
| Site ID | Site Location | 2009 | 2010 | 2011 | 2012 |
| 2 | Fairfax Road | 33.5 | 33.7 | 31.4 | 31.2 |
| 3 | Mersea Road | 67.7 | 57.2 | 53.7 | 60.9 |
| 8 | Shrub End Road | 26.1 | 26.3 | 26.0 | 26.5 |
| 17 | Hills Crescent | 21.3 | 21.1 | 19.6 | 19.3 |
| 20 | Papillon Road | 21.9 | 23.4 | 21.0 | 20.1 |
| 21 | Head Street | 57.9 | 53.4 | 51.4 | 47.5 |
| 22 | Trinity Street | 28.2 | 26.1 | 28.2 | 21.9 |

| Colchester | | Annual Mean Concentrations (ug/m ³) adjusted for bias | | | |
|------------|-------------------|---|------|------|------|
| Site ID | Site Location | 2009 | 2010 | 2011 | 2012 |
| 43 | Magdalen Street | 40.4 | 40.9 | 38.3 | 37.7 |
| 45 | Brook Street | 57.0 | 54.8 | 52.3 | 48.2 |
| 46 | Guildford Road | 20.7 | 21.3 | 20.2 | 18.2 |
| 48 | Queen Street | 52.6 | 49.3 | 42.0 | 40.9 |
| 49 | High Street | 50.5 | 43.8 | 47.3 | 46.7 |
| 54 | Mersea Road | 49.9 | 49.2 | 44.3 | 43.6 |
| 58 | Lucy Lane South | | | | |
| 59 | Monitor | 31.2 | 33.7 | 28.6 | 31.3 |
| 62 | Lucy Lane North | 48.2 | 34.8 | 37.9 | 35.7 |
| 63 | Mersea Road, 9 | 47.7 | 44.8 | 41.9 | 45.1 |
| 65 | Mersea Road, 12 | 56.9 | 49.6 | 47.1 | 49.4 |
| 66 | Maldon Road, 99 | 34.3 | 34.3 | 30.9 | 28.3 |
| 68 | Brook Street, 130 | 46.0 | 44.9 | 46.5 | 26.8 |
| 69 | Brook Street, 60 | 28.5 | 28.6 | 28.2 | 25.0 |
| 71 | Brook Street, 23 | 54.7 | 52.2 | 47.5 | 50.6 |
| 72 | 6 Osbourne Street | 48.1 | 46.1 | 43.0 | 38.3 |
| 76 | Ipswich Road | 37.9 | 34.4 | 38.5 | 32.7 |
| 78 | Harwich Road | 39.1 | 38.9 | 38.4 | 32.2 |
| 82 | London Road | | | | |
| 85 | Marks Tey | 42.5 | 32.9 | 37.0 | 29.0 |

| Colchester | | Annual Mean Concentrations (ug/m ³) adjusted for bias | | | |
|------------|---------------------------------|---|------|------|------|
| Site ID | Site Location | 2009 | 2010 | 2011 | 2012 |
| 86 | Dale Close | 31.2 | 28.8 | 28.6 | 27.2 |
| 88 | St Johns Green | 24.3 | 23.9 | 23.9 | 22.8 |
| 89 | Greenstead | 21.0 | 20.3 | 21.6 | 17.9 |
| 90 | Brook Street, 48 (auto monitor) | 35.5 | 34.1 | 31.0 | 33.2 |
| 91 | London Road, 220 | | | | |
| 92 | Marks Tey | - | 33.7 | 31.9 | 30.3 |
| 93 | London Road, 170 | | | | |
| 94 | Marks Tey | - | - | 31.2 | 28.2 |
| 95 | Blackberry Road, 2 | - | - | 25.7 | 25.2 |
| 96 | Shrub End Road, 38 | - | - | 20.0 | 20.0 |
| 97 | Butt Road, 129 | - | - | 22.3 | 21.6 |
| 98 | Elmstead Road, 6 | - | - | 28.1 | 26.7 |
| 99 | Greenstead House | - | - | 32.0 | 30.0 |
| 100 | Mill Road, 239 | - | - | 21.6 | 21.8 |
| 101 | Mill Road, 87 | - | - | 26.7 | 28.1 |
| 102 | Cowdray Avenue, 154 | - | - | 25.6 | 23.9 |
| 103 | Ipswich Road, 130 | - | - | 25.3 | 24.1 |
| 104 | Harwich Road, 95 | - | - | 27.7 | 29.9 |
| 105 | Ipswich Road, 50 | - | - | 38.7 | 37.0 |
| 106 | East Street, 72 | - | - | 45.2 | 43.2 |

| Colchester | | Annual Mean Concentrations (ug/m ³) adjusted for bias | | | |
|------------|------------------------------|---|------|------|------|
| Site ID | Site Location | 2009 | 2010 | 2011 | 2012 |
| 107 | Brook Street, 74 | - | - | 29.9 | 30.2 |
| 108 | Military Road, 37 | - | - | 34.2 | 33.0 |
| 109 | East Hill, 4A | - | - | 39.2 | 37.1 |
| 110 | Mersea Road, 30 | - | - | 36.1 | 37.9 |
| 111 | North Hill, 49 | - | - | 40.7 | 37.0 |
| 112 | North Station Road, 49 | - | - | 30.1 | 27.9 |
| 113 | North Hill, Strada | - | - | 43.5 | 39.1 |
| 114 | Queen Street Showboat | - | - | 44.4 | 37.8 |
| 115 | St John's Street, Lemon Tree | - | - | 42.3 | 43.2 |
| 116 | High St George Hotel | - | - | 36.0 | 35.0 |
| 117 | Harwich Road Orchard Gardens | - | - | 33.1 | 31.0 |

Table 62: Annual Mean Measurements of Nitrogen Dioxide (µgm-3) across Tendring

| Tendring | | Annual Mean Concentrations (ug/m ³) Adjusted for Bias | | |
|----------|-----------------------------|---|------|------|
| Site ID | Site Location | 2008 | 2009 | 2010 |
| 9 | Harwich Hospital | 29.9 | 22.2 | 23.8 |
| 10 | Harwich Train Station | 43.6 | 29.8 | 24.8 |
| 11/12/13 | Clacton Town Hall A/B/C | 32.9 | 21.2 | 21.2 |
| 14/15/16 | St Osyth, Bypass A133 1/2/3 | 32.1 | 21.9 | 21.5 |
| 18 | Bathside Bay | 20.5 | 10.2 | 13.2 |
| 19 | Wix | 29.8 | 16.8 | 20.6 |

| Tendring | | Annual Mean Concentrations (ug/m ³) Adjusted for Bias | | |
|----------|-----------------|---|------|------|
| Site ID | Site Location | 2008 | 2009 | 2010 |
| 20 | Hempstalls Farm | - | 13.2 | 15.1 |

Table 63: Annual Mean Measurements of Nitrogen Dioxide (µgm-3) across Braintree

| Braintree | Annual Mean Concentrations (ug/m ³) Adjusted for Bias | | | |
|----------------------|---|------|------|------|
| Site ID | 2011 | 2012 | 2013 | 2014 |
| Braintree 1N | 34.3 | 30.1 | 36.6 | 34.7 |
| Braintree 5N | 25.6 | 25.5 | 25.3 | 23.5 |
| Braintree 4N | 21.2 | 21.0 | 22.8 | 19.8 |
| Halstead 1 | 31.5 | 30.7 | 30.0 | 27.7 |
| Hatfield Peverel A12 | 49.5 | 44.7 | 50.5 | 47.7 |
| Kelvedon | 29.1 | 32.5 | 32.8 | 27.9 |
| Bradwell | 41.8 | 38.6 | 38.1 | 37.3 |
| Railway Street | 28.8 | 29.2 | 29.5 | 29.2 |
| Stilemans Wood | 37.1 | 33.2 | 28.1 | 33.5 |
| Witham | 47.1 | 47.1 | 45.8 | 38.8 |
| Rivenhall 1 | 56.0 | 53.6 | 51.3 | 43.6 |
| Rivenhall 2 | 53.2 | 49.8 | 51.8 | 52.1 |

Source: Braintree District Council 2015 Updating and Screening Assessment (June 2015)

There were three recorded exceedances of the annual mean 40 µgm³ objective in 2014. The highest recorded concentration was 52.1 µgm³ at monitoring location Rivenhall 2. This monitoring location is at a roadside location, and therefore indicates air quality at the vicinity of busy roads, where concentrations of NO² and vehicle derived pollutants are at their highest.

There is no clear trend in data during the period 2011 – 2014. Concentrations at some monitoring locations such as Rivenhall 1 and Braintree 5N decrease across the period, while concentrations at



Rivenhall 2 have increased since 2012.

Analysis of UK continuous NO² monitoring data has shown that it is unlikely that the hourly mean NO² objective, of 18 hourly means over 200 µgm³, would be exceeded where the annual mean objective is below 60 µgm³ (Defra 2009). As there were no recorded exceedances of 60 µgm³ in 2014 at any monitoring location, the NO² 1-hour mean air quality objective is unlikely to be exceeded.

Several of the diffusion tube locations are not representative of the locations of the nearest relevant exposure. As a result, monitored concentrations have been used to estimate the concentrations at the relevant receptor locations (shown in table 2.4 in the Braintree District Council 2015 Updating and Screening Assessment). This has been done using Defra's 'NO² with distance from the roads calculator' and in line with the TG (09) guidance. Full details of the distance correction process are detailed in Appendix B of the Braintree District Council 2015 Updating and Screening Assessment.

When monitoring data is used to predict concentrations at the locations of the nearest residential properties, there are no exceedances of the annual NO² objective level of 40 µgm³. It can therefore be concluded that at relevant receptor locations, there are no exceedances of the NO² annual mean air quality objective.

13. Waste

The waste hierarchy, in accordance with the Revised Waste Framework Directive, specifies the promotion of waste prevention, and material and energy recovery (e.g. direct re-use, recycling and treatment to make new objects) prior to disposal.

The Council has promoted recycling by sending leaflets to households, providing recycling boxes for paper, card, plastic bottles and cans, and food waste caddies. The Council also supports the Tendring Reuse and Employment Enterprise and the Tendring CVS Scheme where surplus household items (furniture, electrical goods) can be donated and reused through the local community sector or supplied to those in need.

13.1 Local Authority Collected Waste

There is a significant amount of waste collected by the Waste Collection Authorities, of which Tendring District Council is one, via direct kerbside collections (household waste), litter and street cleaning. Waste is also directly collected by the Waste Disposal Authority (ECC) through Recycling Centres for Household Waste. In addition, for a fee, local authorities collect some waste from small commercial enterprises. Collectively this is known as Local Authority Collected Waste (LACW).

Table 64: Local Authority Collected Waste

| Authority | Total local authority collected waste | Household - total waste | Household - waste sent for recycling / composting / reuse | Non-household - total waste | Non household - waste sent for recycling / composting / reuse |
|----------------------------|---------------------------------------|-------------------------|---|-----------------------------|---|
| Tendring District Council | 46,585 | 46,585 | 12,213 | 0 | 0 |
| Braintree District Council | 61,509 | 57,244 | 29,982 | 4,265 | 730 |
| Colchester Borough Council | 64,780 | 62,278 | 29,661 | 2,502 | 25 |
| Essex County Council | 731,305 | 681,586 | 348,623 | 49,719 | 11,123 |

Source: Department for Environment, Food and Rural Affairs (Defra) 2015/16

In Tendring, all of the local authority collected waste was sourced from households within the District. No

waste was collected from non-household origins. This is in contrast with Braintree and Colchester where 93.1% and 96.1% of collected waste originated from households. Braintree and Colchester are more in line with the Essex statistics, where 93.2% of collected waste was from households, than Tendring, however there is still some deviation from county average.

Table 65: Selected Waste indicators 2013/14

| Authority | Residual household waste per household (kg/household) | Percentage of household waste sent for reuse, recycling or composting | Percentage of municipal waste sent to landfill | Collected household waste per person (kg) |
|----------------------------|---|---|--|---|
| Tendring District Council | 489.5 | 26.30% | - | 324.1 |
| Braintree District Council | 415.6 | 54.30% | - | 383.2 |
| Colchester Borough Council | 413.3 | 42.5% | - | 314.3 |
| Essex County Council | 523.4 | 51.10% | 46.40% | 472.1 |

Source: Waste Data Flow, Department for Environment, Food and Rural Affairs (Defra) 2014

Households within Tendring District Council and Colchester Borough Council produce much less household waste per person than the county average, with Braintree also producing lower than the county but higher than Tendring and Colchester. However, a much smaller percentage of this household waste is recycled, re-used or composted in Tendring than the Essex average. Almost half as much is reused, recycled or composted in Tendring compared with Essex as a whole. Colchester is also lower than the Essex value for this, but by a smaller percentage than Tendring. Braintree is marginally above the Essex average for household waste reused, recycled or composted.

13.2 Transfer Facilities

Six transfer facilities have been granted planning permission within Essex and Southend, to support a materials recovery facility, in Basildon. These will, once constructed, accept waste from the Waste Collection Authority vehicles directly from kerbside collection. Here waste will be bulked up, ready for transportation to Basildon.

Table 66: Local Authority Collected Waste Transfer Facility Status

| Transfer Facility | Planning Permission reference/date | Throughput (Tonnes Per Annum) | Expected / Actual construction Start Date | Expected Operation Start Date |
|-------------------|------------------------------------|-------------------------------|---|-------------------------------|
|-------------------|------------------------------------|-------------------------------|---|-------------------------------|

| Transfer Facility | Planning Permission reference/date | Throughput (Tonnes Per Annum) | Expected / Actual construction Start Date | Expected Operation Start Date |
|---|---|-------------------------------|--|---|
| Harlow To serve Harlow and Epping Forest | ESS/38/11/HLW 23/09/2011 | 55,000 | April 2013 (construction underway) | Operational as of early August 2014 |
| Gt Dunmow To serve Uttlesford | ESS/18/12/UTT 22/06/2012 | 29,400 | Build start date yet to be agreed following Judicial Review proceedings | 9-month construction period from date of commencement on site. |
| Chelmsford To serve Chelmsford and Maldon | ESS/31/13/CHL 13/08/2013 (amended permission ESS/65/12/CHL) | 90,000 | Under Judicial Review with Court of Appeal. Build start date yet to be agreed | Unknown. If appeal refused 12 month construction period from date of commencement on site. |
| Braintree To serve Braintree | ESS/23/13/BTE 26/07/2013 | 71,250 | March 2014 (construction underway) | January 2015 |
| A120 (west) To serve Colchester and Tendring | ESS/16/13/TEN 28/06/2013 | 115,000 | October 2013 (construction underway) | September 2014 |
| Southend To serve Southend | Existing Site | 67,900 | An existing waste management site within Southend BC since 1968, but requires alterations for this use | |
| Total LACW Transfer Throughput | | 428,550 tpa | | |

Source: Essex County Council 2014

13.3 The Replacement Waste Local Plan for Essex and Southend-on-Sea (submitted June 2016)

The Replacement Waste Local Plan (Revised Preferred Options) Document 2015, as published by



Essex County Council and Southend-on-Sea as the combined Waste Planning Authority, allocates 4 sites within Tendring, 1 in Braintree and 2 within Colchester for the treatment of biological waste, inert waste, inert landfill and other waste management. These are:

Tendring

- Morses Lane, Brightlingsea
- Sloughs Farm, Ardleigh
- Sunnymead, Elmstead & Heath Farms
- Wivenhoe Quarry Plant area

Braintree

- Rivenhall

Colchester

- Bellhouse Landfill Site
- Fingringhoe Quarry

There is a requirement that Tendring District Council, Braintree District Council and Colchester Borough Council as Local Planning Authorities, include the above allocations within their Local Plan. Their presence should be factors, alongside any Waste Consultation Zones and safeguarding restrictions set at the Waste Planning Authority level, in the formulation of the Local Plan and in the allocation of any sites contained within.

13.4 Waste Miles

There are two distinct types of imports and exports concerning waste, firstly the localised cross boundary movement of waste and the long distance waste travel. The localised cross boundary movements of waste usually occur between adjacent waste planning authorities because the closest waste facility for the arisings is just over the authority boundary.

13.5 Commercial and Industrial Waste (CD&I)

This is waste arising from wholesalers, catering establishments, shops and offices (in both the public and private sector), factories and industrial plants. It can include a number of materials such as food, paper, card, wood, glass, plastics and metals. Increases in growth in these sectors as a result of the Local Plan may require an increase in facilities to manage such waste. These can include biological treatment facilities, such as composting (in the first instance), or non-hazardous landfill facilities.

13.6 Construction, Demolition and Evacuation Waste (CD&E)

This is waste that is biologically stable and does not undergo any significant physical, chemical or biological transformations. This can be in the form of certain types of:

- Construction wastes (e.g. surplus supplies of bricks specifically required for a single project);



- Demolition wastes (e.g. used material resulting from demolition activities); or
- Excavation wastes (e.g. usually consisting of soils and stones which cannot be used beneficially, such as from tunnelling projects or 'overburden' from removing soils from an area in preparation for mineral excavation).

Essex County Council, as the WPA for Essex, identifies a shortfall in available capacity for this waste stream by 2031/32. There is a requirement for an additional 1.27 million tonnes per annum of Construction, Demolition and Excavation waste recovery capacity by 2031/32, which would remove the need to allocate inert landfill capacity completely. It is estimated that without development of increased CD&E Waste recovery capacity (as specified above), there would be a need for inert landfill totalling approximately 16 million tonnes (or 10.64 million cubic metres) if no CD&E recycling facilities were brought forward. The implications for this are that waste management facilities for this waste stream may be needed within the Districts of Tendring, Braintree and the borough of Colchester. It should also be noted that this waste is a direct result of growth, and the relationship between the Waste Local Plan and the Tendring, Braintree and Colchester Part 1 Plan are intrinsically linked in this regard.

14. Minerals

14.1 Links to the Adopted Minerals Local Plan 2014

The MLP summarises a number of key points regarding the geology and mineral infrastructure of the Plan Area:

- Essex has extensive deposits of sand and gravel.
- There are more localised deposits of silica sand, chalk, brickearth and brick clay.
- Marine dredging takes place in the extraction regions of the Thames Estuary and the East Coast, whilst aggregate is landed at marine wharves located in east London, north Kent, Thurrock, and Suffolk. Essex has no landing wharves of its own.
- There are no hard rock deposits in the County so this material must be imported into Essex. This currently occurs via rail to the existing rail depots at Harlow and Chelmsford.
- Essex is the largest producer and consumer of sand & gravel in the East of England. There are 20 permitted sand & gravel sites, one silica sand site, two brick clay and one chalk site.
- There are two marine wharves and four rail depots capable of handling aggregate. Construction, demolition and excavation waste is also recycled at 29 dedicated and active aggregate recycling sites (2011).
- Aggregate is both imported into Essex (hard rock, and sand and gravel) and exported (sand and gravel, primarily to London). Map 3 shows the movement of aggregate in and out of Essex.

Source: Essex County Council Adopted Minerals Plan (2014)

Sites have been identified as preferred or reserved sites for primary mineral extraction of sand and gravel in the Essex Minerals Plan (Policy P1, Table 5), which was adopted in July 2014. These include sites at Bradwell Quarry, Rivenhall Airfield (comprising sites A3-A7), one site at Broadfield Farm, Rayne (site A9), one site on land at Colemans Farm (site A46), two in Colchester at Colchester Quarry, Fiveways (site A13) and Maldon Road, Birch (site A31) and one at Sunnymead, Alresford (site A20). The volume of sand and gravel extracted from these sites will need to meet the minerals demand for the whole of Essex created by major development and new infrastructure projects within the County.

The provision of other forms of development in the District may be constrained by the need to safeguard mineral resources for extraction.

14.2 Sand Gravel

Essex has extensive Kesgrave formation sand and gravel which was laid down during the Ice Age and in river terraces. The river terrace deposits are found not only along current river valleys, but also in historic river channels that are now dry.

The sand and gravel resources in Essex are:

- Significant in national, sub-national and local terms - Essex is one of the largest producers in the



UK,

- Most geographically extensive and significantly mixed within the centre and north of Essex – namely the districts of Uttlesford, Braintree, Chelmsford, Colchester and Tendring,
- Least extensive in south east Essex where deposits appear smallest and least workable, such as in the districts of Maldon and Rochford,
- Present along the River Lea valley terraces adjoining Harlow and Epping Forest districts,
- Mixed deposits capable of being processed to supply a range of construction products including building sand, sharp sands and gravel,
- Used as a raw material to produce concrete, mortar, asphalt and construction fill which is used in the construction industry and for roads.

The majority of the sand and gravel produced in Essex (about 78%) is used within the County itself. This position looks unlikely to change over the long-term. Consequently the main factor influencing production of sand and gravel in the future will be the need to meet the minerals demand for the whole of Essex created by major development and new infrastructure projects within Essex itself.

Source: Essex County Council Adopted Minerals Plan (2014)

14.3 Chalk

Silica sand is another significant mineral resource found in Essex. It is classified as an 'industrial sand' and its distinction from construction sand is based on its applications/uses and market specification. Silica sand contains a high proportion of silica in the form of quartz and has a narrow grain size distribution compared to other sand in Essex.

The silica sand resources in Essex are:

- Processed for industrial purposes at Ardleigh from a mixed resource, north-east of Colchester. Industrial uses include glassmaking, foundry casting, ceramics, chemicals and water filtration
- Capable of reaching selling prices some 20 times above that of regular construction aggregates, allowing them to serve a wider geographical market as the relatively high price off-sets transport costs.

Source: Essex County Council Adopted Minerals Plan (2014)



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June 2017





North Essex Authorities Strategic Section One for Local Plans: Draft Publication (Regulation 19)

Draft Sustainability Appraisal (SA): Annex C - Alternatives and Consultation Comments - June 2017







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1. Introduction

1.1 Background

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

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

This document is Annex C of the SA Environmental Report for the Section One for Local Plans. It outlines the comprehensive list and history of alternatives explored throughout the Local Plan processes of Braintree, Colchester and Tendring Councils. It also includes the responses and actions of the SA in light of consultation comments received for the SA at the Preferred Options stage.

1.2 The Purpose of this Annex

This annex acts as a 'one stop shop' for all of the alternatives explored throughout the Section One plan-making process. It outlines the history of why the strategic approach has been developed, and importantly the assists in demonstrating how the SA has influenced the plan-making process in assessing all reasonable alternatives.

- This document explores specifically, the following elements of the Section One:
- The housing requirements
- The Spatial Strategy
- The Garden Communities.



2. The History of Options / Alternatives Explored – Strategic Growth

2.1 Introduction

Appendix 1 of the main Environmental Report states that, 'within the Issues and Options Local Plans of Colchester, Braintree and Tendring, the option of Garden Communities, or 'new settlements' was explored, in response to the emerging growth needs identified across the Housing Market Area (HMA), as identified in the initial work from a Strategic Housing Market Assessment (SHMA) 2014.' This section provides the history behind this statement within the Local Plan process, and identifies the SA of options for growth throughout that process.

2.2 Issues and Options (before the identification of a Section One)

At the Issues and Options stage of the three authorities Local Plans, the notion of a 'Section One' was not yet identified. The three authorities prepared and identified Issues and Options Local Plans in which the principle of new Garden Communities, or 'new settlements' was introduced. As is common, a 'call-for-sites' process was started at the same time, in order to identify sites for strategic and non-strategic growth.

The following table outlines where the notion of new settlements is established:

2.2.1 Colchester Borough Council Local Plan Issues and Options, January 2015

The issues and Options Plan stated, 'as set out in the Introduction and Housing sections of this document, the National Planning Policy Framework requires local planning authorities to meet objectively assessed housing need in full. This means that the starting point for each of the options is that they must be able to accommodate the fully objectively assessed need. As explained in the Housing chapter, we do not yet know exactly what our objectively assessed need is, but we expect that it will be in the region of 1,000 or more dwellings per year. This equates to a total of 15,000 new homes over the plan period.

'However, with existing land already identified and allocated for growth through the existing Core Strategy and Site Allocations Development Plan Document, we have an existing supply of allocated land that can contribute towards accommodating this growth. As a result, the Local Plan will need to identify sufficient additional land to accommodate in the region of 10,000 dwellings in order to meet the objectively assessed housing need over the 15 year Plan period (2017-2032). The options set out in this paper are included on the basis that it is expected that they are each capable of accommodating Colchester's required level of growth.

'It is also possible that the Council will allocate land to accommodate a higher number of homes than the level of housing need identified, in order to plan comprehensively for the longer term - post 2032. This would help to ensure maximum sustainability of development, by minimising the need to find additional sites on a piecemeal basis in the future. This could also provide a wider range of sites, which would help the Council to ensure that it could maintain a five year land supply of deliverable sites throughout the Plan period, as required by the National Planning Policy

Framework.

'Under the duty to cooperate, the Council has been engaging with Braintree and Tendring District Councils and they are aware that we are consulting on options which involve potential development of land in their areas. Both Councils are agreed, in principle, to work cooperatively in respect of any potential cross-boundary developments, should either, or both, cross-boundary development options be identified as a preferred option. The Council will also engage with other authorities, bodies and organisations under the duty to cooperate in order to ensure that any strategic issues are identified and addressed.'

Options Identified

| | |
|------------|---|
| Option 1A: | Development to the East and West (a separate sustainable settlement to the west of Colchester town, a separate sustainable settlement to the east of Colchester town, urban development on sites in and around the existing urban area, and proportional expansion of the Rural District Centres - Wivenhoe, Tiptree and West Mersea) |
| Option 1B: | Development to the East and West (a separate sustainable settlement to the west of Colchester town, a separate sustainable settlement to the east of Colchester town, urban development on sites in and around the existing urban area, proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea, and a proportional element of rural growth across the Borough's villages) |
| Option 2A: | Development to the West (a separate sustainable settlement to the west of Colchester town, urban development on sites in and around the existing urban area, proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea) |
| Option 2B: | Development to the West (as per 2A above, but with an additional proportional element of rural growth across the Borough's villages) |
| Option 3A: | Development to the East and North (a separate sustainable settlement to the east of Colchester town, a significant urban extension to the north of Colchester town, crossing the A12, in addition to an extension to the north, other urban development in and around the existing urban area, and proportional expansion of Rural District Centres – Wivenhoe, Tiptree and West Mersea) |
| Option 3B: | Development to the East and North (as per 3A above, but with an additional proportional element of rural growth across the Borough's villages) |

2.2.2 Braintree District Council Local Plan Issues and Scoping, January 2015

The Issues and Scoping Plan stated that, 'the Plan will set out the basis for working with partners to provide for future local needs for homes, employment, and business sites, whilst protecting the most valuable countryside and maintaining a high quality of life. The scale of past population growth has proved a challenge for services such as local health and education; the rapid increase in the rate of growth that is expected to be called for in the future is likely to provide an even greater challenge to services for the population of the District.

'One of the District's key objectives will be to demonstrate that the new Plan can achieve and maintain a supply of

readily available development sites for new homes, meeting a much higher target than in the past.

The Government's national planning policy - set out in the National Planning Policy Framework (NPPF) and supporting guidance - requires local planning authorities to significantly boost the supply of new homes, building the homes communities want and need. The Council is considering a range of requirements for the number of new homes for Braintree District; at this stage it is expected that the District will need to accommodate an average of between 750 and 950 homes per year between 2014 and 2033.'

The Plan identified two key issues related to growth. These were, 'Large numbers of new homes are required in the District to support the growing population' and 'The District may not have enough brownfield sites (those where buildings have previously been located) to accommodate the new homes that need to be provided.'

Options Identified

| | |
|----------|---|
| Option 1 | New homes should be focused on the existing towns and larger villages |
| Option 2 | New homes should be built in one or more new villages |
| Option 3 | New homes should be dispersed between all areas of the District |
| Option 4 | New homes should be built in areas where they can provide funding for major infrastructure projects such as new roads |
| Option 5 | New homes should be built on the existing public transport/rail network to encourage sustainable travel |

2.2.3 Tendring District Council Issues and Options September 2015

The Issues and Options Plan states that, 'To work out how many new homes might be needed in the future, the Council has worked in partnership with Colchester Borough Council, Braintree District Council and Chelmsford Borough Council to commission specialist consultants to calculate the 'objectively assessed housing need' for each area taking into account a range of different factors including government population projections which look at births, deaths and patterns of migration, economic projections and the characteristics of the local housing market.

'The Objectively Assessed Housing Needs Study (2015)' suggests that, to meet projected population growth, our district will need approximately 600 new homes each year over the period of the Local Plan. This means that our Local Plan will need to identify sufficient land to accommodate approximately 10,000 new homes between now and 2032.

'To deliver 10,000 new homes, the Council will need to identify a large amount of greenfield land for development. Over the last few years, the Council has been very successful in directing most development to previously developed 'brownfield sites' but these sites have nearly run out now, meaning that greenfield land will have to be used. The Council's latest evidence which includes the Strategic Housing Land Availability Assessment (2014) suggests that around 4,000 homes could be built on sites that have already got planning permission and other sites, including brownfield sites, within existing built up areas. This leaves around 6,000 homes to be built on additional greenfield sites around the edge of our towns and villages or through the creation of new settlements.'

Options Identified

| | |
|-----|--|
| N/A | The Issues and Option Plan stated that, 'a new settlement will be built on land crossing the Colchester/Tendring border planned for jointly by Tendring District Council and Colchester Borough Council (duty to cooperate) which will deliver approximately 2,000 new homes between now and 2032 of which 1,000 would count towards Tendring's housing requirements and 1,000 would could towards Colchester's with the potential for further phases of development in the longer-term beyond 2032. The development would be accompanied by new schools, medical facilities, a link road between the A120 and A133 and rapid bus services into Colchester town centre. The development would maintain a countryside gap around the valley of Salary Brook on the edge of Colchester and around the village of Elmstead Market.' |
|-----|--|

2.3 Section One - Preferred Options (2016)

At the Preferred Options stage, the notion of a combined Section One covering the strategic content of the three authorities' Local Plans was introduced. It was decided that a common SA for this Section One was required, to better reflect the sustainability issues and concerns over the wider area. This is due to different issues being prevalent for each distinct authority. An aligned Section One and accompanying SA is better equipped to address the balance of all of these issues, within an appropriate scope.

At the Preferred Option stage, the following options were explored, with a summary of sustainability impacts identified in the accompanying SA:



2.3.1 Spatial Strategy Options across the North Essex Area

| Option | | Sustainability Impacts identified in the SA | Reasons for Progression / Rejection at the Preferred Options stage |
|------------------|---|---|---|
| Preferred Option | <p>Existing settlements will be the principal focus for additional growth across North Essex. Development will be accommodated within or adjoining settlements according to their scale, sustainability and existing role both within each individual district and, where relevant, across the wider strategic area.</p> <p>Three new garden communities will be developed as part of the sustainable strategy for growth. These new communities will provide strategic locations for 7,500 additional homes within the Plan period as well as accompanying employment development, with expectation that substantial additional development will be delivered beyond the current Local Plan periods.</p> | <p>The principles behind the Spatial Strategy will have a large number of significant positive impacts on the Sustainability Objectives, most notably on those that correspond to housing delivery, economic growth and accessibility. Further long term significant positive impacts associated with Garden Communities can be expected to be realised on health, sustainable travel, education and skills. Minor positive impacts can be expected through Garden Community developments associated with townscapes, air quality pressures in settlements and energy efficiency.</p> <p>Uncertain impacts can be expected to arise from the principle of Garden Communities regarding the natural environment and landscapes.</p> <p>Areas of short to medium term uncertainty relate to the school capacity pressures, historic cores and areas, air quality issues associated with town centres.</p> | <p>The principles behind the Spatial Strategy will have a large number of significant positive impacts on the Sustainability Objectives. The short and medium term impacts of these are related to the notion that development will be accommodated within or adjoining settlements according to their scale and existing role both within each individual district; these correspond to the NPPF requirements of each LPA in the formulation of a Local Plan and offers a local distinctiveness to the strategic area relevant to local needs and communities. Significant long term impacts are different in that they correspond to the requirement for Garden Communities in the latter stages of the plan period to meet unmet or residual needs in a sustainable manner and in sustainable locations. The deliverability and sustainability of the Garden Communities was considered to be best served by their location in three distinct areas of the strategic area.</p> |
| Alternative 1 | A focus on allocating all broad Garden Community options proposed in the Strategic Area | Although this alternative could offer some perceived benefits in terms of long term infrastructure provision in principle, it would not respond to the need for a distribution of growth across existing settlements (i.e. | The deliverability and sustainability of the Garden Communities was considered to be best served by their location in three distinct areas of the strategic area. |



| Option | | Sustainability Impacts identified in the SA | Reasons for Progression / Rejection at the Preferred Options stage |
|---------------|---|--|---|
| | | the centres of largest population per District/Borough) and meeting identified needs regarding affordability in all areas. In addition, the general distribution of options would see an overprovision in the Colchester area, and would create housing and employment inequalities across the strategic area. Impacts can be expected to be similar at the broad strategic level, however in line with the housing requirements of the Strategic Area, the short to medium term impacts could be expected to be uncertain on housing and employment related objectives in so far as the needs of existing communities would unlikely be met. | |
| Alternative 2 | A focus on existing settlements, commensurate to proportionate growth across the Strategic Area | Although on the face of it over a wide Strategic Area this would appear a sustainable option, this alternative would require the formulation of a joint or combined settlement hierarchy. The appraisal of this alternative has been undertaken on the basis that existing settlements would have to respond to allowing higher densities and the development of more marginal peripheral land. This has seen a large amount of diminishing impacts associated with this continual albeit theoretical trend, culminating in a large amount of uncertain and negative impacts in the long term, when Garden Communities would be coming forward to meet unmet housing and employment needs. The alternative would not correspond to the Local Plan requirements of the NPPF on a LPA basis, and could lead to the | Strategically, the alternative would not offer a sustainable distribution across the wider area. The deliverability and sustainability of the Garden Communities was considered to be best served by their location in three distinct areas of the strategic area. For these reasons the alternative has been rejected. |



| Option | | Sustainability Impacts identified in the SA | Reasons for Progression / Rejection at the Preferred Options stage |
|---------------|--|---|---|
| | | overexpansion of some settlements through the possible development of unsuitable extensions with no wider sustainable or infrastructure benefits. | |
| Alternative 3 | A focus on stimulating infrastructure and investment opportunities across the Strategic Area | <p>The location of the preferred Garden Community options in the Strategic Area could be perceived as being located in line with a need to stimulate investment in transport infrastructure along the A120. In addition, their size indicates the threshold required to deliver a new secondary school in each instance. To extend the premise further to other infrastructure requirements across the strategic area would not ensure Garden Communities meet Garden City Principles and infrastructure requirements in less marketable areas could be expected to warrant notions of housing and employment delivery unviable. Although infrastructure considerations partly represent the case for their preferred status, it should be acknowledged that the preferred Garden Community options represent the most sustainable options in their own right as well as in consideration of their distribution as part of a wider Spatial Strategy. In line with the housing requirements of the Strategic Area, the short to medium term impacts could be expected to be increasingly negative on housing and employment related objectives in so far as the needs of existing communities would unlikely be met until the long term. This is also true for impacts on other relevant</p> | <p>To entirely focus on the premise of distributing growth to the A120 and in order to deliver additional secondary school capacity in the wider area would not be a sustainable one, in so far as it would not take into consideration the benefits and indicative impacts associated with other themes and tenets of sustainability, in particular those that are environmental in nature and seek to protect such assets. The deliverability and sustainability of the Garden Communities was considered to be best served by their location in three distinct areas of the strategic area. For these reasons the alternative has been rejected.</p> |



| Option | | Sustainability Impacts identified in the SA | Reasons for Progression / Rejection at the Preferred Options stage |
|---------------|--------------------|---|---|
| | | Sustainability Objectives in the short and medium term. | |
| Alternative 4 | CAUSE's Metro Plan | <p>This alternative has been deemed as having likely negative impacts due to the focus of growth in Tendring, the least marketable District within the HMA. In addition, the alternative is not clear how the geographic distribution will benefit from the economies of scale of a fewer amount of larger Garden Communities; for this reason no long term impacts have been identified. There is also the potential for cumulative negative impacts on environmental considerations associated with the distribution, especially regarding increasing visitor numbers to the coast and international designations. It should be acknowledged however that a forthcoming HRA or AA would add further detail to these impacts should the option become preferred. The alternative will have significantly positive impacts associated with sustainable transport and accessibility; however it should be acknowledged that the upgrading of multiple rail stations on the same stretch of line would likely have negative implications regarding the deliverability of multiple new settlements in the plan period. In consideration of the OAN Report, it could be considered that this distribution would not meet the existing needs of Braintree District; in particular the requirements to ensure affordable housing and jobs in a range of sectors that could be expected from new</p> | <p>The alternative does not consider the lack of available land within the stated focal points for growth in Tendring. It also does not consider the suitability of land, especially in regard to alternative sites. The deliverability and sustainability of the Garden Communities was considered to be best served by their location in three distinct areas of the strategic area. For these reasons the alternative has been rejected.</p> |



| Option | Sustainability Impacts identified in the SA | Reasons for Progression / Rejection at the Preferred Options stage |
|--------|---|--|
| | Garden Communities in the District. | |

2.3.2 Garden Community options

| Option | Sub-Option | Indicative dwelling yield and amount of mixed use / employment land (ha) | Summary of sustainability impacts highlighted in the SA | Reasons for Progression / Rejection at the Preferred Options stage |
|-----------------|--|--|---|---|
| East Colchester | Option 1: Southern Land Focus | - 6,611 homes - 7 ha mixed use - 5 ha employment land | 1) Physical limitations – Uncertain 2) Impacts – Uncertain 3) Environment Amenity – Significantly positive 4) Transport – Positive 5) Resilience – Significantly positive 6) Housing – Significantly positive 7) Employment – Significantly positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability - Significantly positive | The broad area of East Colchester has been selected as a preferred option for a new Garden Community due to its ability to stimulate required infrastructure delivery and adhere to Garden City Principles in a largely unconstrained area. |
| | Option 2: A133 to Colchester - Ipswich rail line | - 8,834 homes - 10 ha mixed use - 5 ha employment | 1) Physical limitations – Uncertain 2) Impacts – Uncertain 3) Environment Amenity – Significantly positive | |



| Option | Sub-Option | Indicative dwelling yield and amount of mixed use / employment land (ha) | Summary of sustainability impacts highlighted in the SA | Reasons for Progression / Rejection at the Preferred Options stage |
|------------------|-------------------------------|--|--|--|
| | | land | 4) Transport – Positive 5) Resilience – Significantly positive 6) Housing – Significantly positive 7) Employment – Significantly positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability - Positive | |
| | Option 3: North to South wrap | - 11,409 homes - 13 ha mixed use - 7 ha employment land | 1) Physical limitations – Uncertain 2) Impacts – Uncertain 3) Environment Amenity – Positive 4) Transport – Uncertain 5) Resilience – Significantly positive 6) Housing – Significantly positive 7) Employment – Significantly positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability – Positive | |
| North Colchester | Option 1: East of | - 6,606 homes | 1) Physical limitations – Negative | The broad area of North Colchester has |



| Option | Sub-Option | Indicative dwelling yield and amount of mixed use / employment land (ha) | Summary of sustainability impacts highlighted in the SA | Reasons for Progression / Rejection at the Preferred Options stage |
|--------|-----------------------------|--|--|--|
| | Langham Lane focus | - 7 ha mixed use - 7 ha employment land | 2) Impacts – Negative 3) Environment Amenity – Negative 4) Transport – Uncertain 5) Resilience – Positive 6) Housing – Significantly positive 7) Employment – Significantly positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability – Uncertain | been rejected as a preferred option for a new Garden Community due to the limited scope for maximum sustainable benefits associated with adhering to Garden City principles. |
| | Option 2: Maximum Land Take | - 10,132 homes - 10 ha mixed use - 10 ha employment land | 1) Physical limitations – Negative 2) Impacts – Negative 3) Environment Amenity – Negative 4) Transport – Uncertain 5) Resilience – Positive 6) Housing – Significantly positive 7) Employment – Significantly positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive | |



| Option | Sub-Option | Indicative dwelling yield and amount of mixed use / employment land (ha) | Summary of sustainability impacts highlighted in the SA | Reasons for Progression / Rejection at the Preferred Options stage |
|--------------------------------|--|--|---|--|
| | | | 10) Developability / Deliverability - Uncertain | |
| West of Colchester / Marks Tey | Option 1: North and South of A12 / Rail Corridor Focus | - 16,861 homes - 9 ha mixed use - 10 ha employment land | 1) Physical limitations – Uncertain 2) Impacts – Uncertain 3) Environment Amenity – Uncertain 4) Transport – Positive 5) Resilience – Positive 6) Housing – Significantly positive 7) Employment – Significantly positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability - Uncertain | The broad area of West of Colchester / Marks Tey has been selected as a preferred option for a new Garden Community due to its ability to stimulate required infrastructure delivery and adhere to Garden City Principles in a largely unconstrained area. |
| | Option 2: South of A120 and North of Marks Tey Existing Settlement | - 17,182 homes - 9 ha mixed use - 11 ha employment land | 1) Physical limitations – Uncertain 2) Impacts – Uncertain 3) Environment Amenity – Uncertain 4) Transport – Positive 5) Resilience – Positive 6) Housing – Significantly positive 7) Employment – Significantly positive | |



| Option | Sub-Option | Indicative dwelling yield and amount of mixed use / employment land (ha) | Summary of sustainability impacts highlighted in the SA | Reasons for Progression / Rejection at the Preferred Options stage |
|--------|-------------------------------|--|--|--|
| | | | 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability - Uncertain | |
| | Option 3: South of A120 Focus | - 13,105 homes - 7 ha mixed use - 9 ha employment land | 1) Physical limitations – Uncertain 2) Impacts – Positive 3) Environment Amenity – Uncertain 4) Transport – Positive 5) Resilience – Positive 6) Housing – Significantly positive 7) Employment – Significantly positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability - Uncertain | |
| | Option 4: Maximum Land Take | - 27,841 homes - 16 ha mixed use - 15 ha employment land | 1) Physical limitations – Uncertain 2) Impacts – Negative 3) Environment Amenity – Significantly positive 4) Transport – Uncertain 5) Resilience – Uncertain | |



| Option | Sub-Option | Indicative dwelling yield and amount of mixed use / employment land (ha) | Summary of sustainability impacts highlighted in the SA | Reasons for Progression / Rejection at the Preferred Options stage |
|-------------------|---|--|--|---|
| | | | 6) Housing – Significantly positive 7) Employment – Significantly positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability - Uncertain | |
| West of Braintree | Option 1: Braintree DC only | - 9,665 homes - 12 ha mixed use - 10 ha employment land | 1) Physical limitations – Positive 2) Impacts – Uncertain 3) Environment Amenity – Significantly positive 4) Transport – Uncertain 5) Resilience – Uncertain 6) Housing – Significantly positive 7) Employment – Significantly positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability - Positive | The broad area of West of Braintree has been selected as a preferred option for a new Garden Community. As Uttlesford District Council are not currently contributing to the work undertaken by the North Essex Authorities, and are located within a different Housing Market Area, option GCWB2 can be rejected at this stage in so far as the option does not respond to the scope and context of the Common Strategic Part 1 for Local Plans. |
| | Option 2: Braintree DC and Uttlesford DC Land | - 12,949 homes - 16 ha mixed use - 13 ha | 1) Physical limitations – Positive 2) Impacts – Uncertain 3) Environment Amenity – Positive | |



| Option | Sub-Option | Indicative dwelling yield and amount of mixed use / employment land (ha) | Summary of sustainability impacts highlighted in the SA | Reasons for Progression / Rejection at the Preferred Options stage |
|--------|------------|--|--|--|
| | | employment land | 4) Transport – Uncertain 5) Resilience – Uncertain 6) Housing – Significantly positive 7) Employment – Significantly positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability - Positive | |



2.4 Between Preferred Options (2016) and Draft Publication (2017)

Between the Section One Preferred Options stage and the Draft Publication stage to which this SA relates, a number of additional options were explored. This was to ensure that the North Essex Authorities were continuing to explore sustainable options for growth in the strategic area. Previous Preferred Options and alternatives were re-assessed in light of emerging evidence and consultation responses at the Preferred Option stage. Additional options were also submitted at the Preferred Options consultation stage, and these were included for assessment through the SA process where they were proposed to meet the yields explored for a 'Garden Community' (5,000 homes). These were 'Monks Wood' and a re-assessment of the 'Metro Plan' as a Garden Community alternative.

2.4.1 Spatial Strategy Options across the North Essex Area

| Option | | Summary of sustainability impacts highlighted in the SA | Reasons for Selection / Rejection |
|----------------------|---|---|---|
| The Spatial Strategy | <p>Existing settlements will be the principal focus for additional growth across North Essex. Development will be accommodated within or adjoining settlements according to their scale, sustainability and existing role both within each individual district and, where relevant, across the wider strategic area.</p> <p>Three new garden communities will be developed as part of the sustainable strategy for growth. These new communities will provide strategic locations for 7,500 additional homes within the Plan period as well as accompanying employment development, with expectation that substantial additional development will be delivered beyond the current Local Plan periods.</p> | <p>The Spatial Strategy will have a large number of significant positive impacts on the Sustainability Objectives, most notably on those that correspond to housing delivery, the vitality and viability of centres, economic growth, sustainable transport and accessibility. Further long term significant positive impacts associated with Garden Communities can be expected to be realised on health. There will be additional positive impacts on social objectives. There will likely be uncertain impacts on climate change associated with the level of growth and the feasibility of identifying renewable energy schemes at this stage. Further uncertain impacts can be expected to arise from the principle of Garden Communities regarding the natural environment and landscapes.</p> <p>Areas of short to medium term uncertainty relate to the school capacity pressures and the preservation and enhancement of historic cores and areas. A focus on existing settlements can also be expected to exacerbate air quality issues associated with town centres.</p> | <p>The principles behind the Spatial Strategy will have a large number of significant positive impacts on the Sustainability Objectives. The short and medium term impacts of these are related to the notion that development will be accommodated within or adjoining settlements according to their scale and existing role both within each individual district; these correspond to the NPPF requirements of each LPA in the formulation of a Local Plan and offers a local distinctiveness to the strategic area relevant to local needs and communities. Significant long term impacts are different in that they correspond to the requirement for Garden Communities in the latter stages of the plan period to meet unmet or residual needs in a sustainable manner and in sustainable locations. The deliverability and sustainability of the Garden Communities was considered to be best served by their location in three distinct areas of the strategic area.</p> |
| Alternative 1 | <p>A focus on allocating all of the explored Garden Community options proposed in the Strategic Area at smaller individual scales</p> | <p>A re-appraisal of the alternative in light of the additional number of Garden Community options has led to a number of negative impacts. Although this alternative could offer some benefits in terms of a wider scope of infrastructure provision in principle related to the provision of new schools and open space /</p> | <p>The deliverability and sustainability of the Garden Communities was considered to be best served by their location in three distinct areas of the strategic area.</p> |



| Option | | Summary of sustainability impacts highlighted in the SA | Reasons for Selection / Rejection |
|---------------|---|--|---|
| | | recreational facilities, it would not respond to the need for a distribution of growth across existing settlements (i.e. the centres of largest population for each District/Borough). Should OAN targets remain the focus of growth in the plan period, then it can be considered that each Garden Community option would be required to come forward earlier than currently planned. This would either result in less sustainable outcomes associated with the likely absence of effective masterplanning due to the required timescales of commencement dates earlier in the plan period (particularly affecting the Garden Communities' 'infrastructure first' approach), or lead to difficulties in providing a five year housing land supply due to deliverability concerns. More generally, this alternative would lead to likely overprovision in the Colchester area, and would create housing and employment inequalities across the strategic area. | |
| Alternative 2 | The allocation of one Garden Community only | Alternative 2 has been assessed as not meeting the North Essex Authorities' housing requirement in so far as no single proposal would be suitable or sustainable at the scale required. In addition, no single proposal has been submitted or identified throughout the plan-making process at the required scale. It can be seen that the geographic distribution and scales proposed for the allocated Garden Communities within the spatial strategy responds to ensuring benefits across all Councils in meeting their own long term needs in the plan period, as well as each being of a scale suitable that existing settlements remain resilient. Impacts have been predicted similarly for the preferred spatial strategy option in the short-medium term; however the notion of a single Garden | Although this alternative was considered a reasonable alternative within earlier stages of the plan-making process and explored primarily to determine its feasibility as part of the SA process, its inability to meet the strategic area's OAN requirements (or otherwise be at a scale that would likely result in significant negative impacts on landscape and inclusive access throughout the whole scheme) means that it can not now be considered a 'reasonable' alternative at this Publication Draft stage. The deliverability and sustainability of the Garden Communities was |



| Option | | Summary of sustainability impacts highlighted in the SA | Reasons for Selection / Rejection |
|---------------|---|--|--|
| | | Community that could meet the growth requirements of the three LPAs would likely have significant impacts on the natural and historic environment. It would also be unlikely that mitigation would be possible. This alternative has been rejected as it would not meet the North Essex Authorities' housing requirement and does not exist as a viable and available option. | considered to be best served by their location in three distinct areas of the strategic area. For this reason the alternative has been rejected. |
| Alternative 3 | The allocation of two Garden Communities only | Alternative 3 has been assessed as not meeting the North Essex Authorities' housing requirement in so far as no combination of two proposals is considered suitable, appropriate or broadly sustainable (in regard to their required scale and impact on the environment) at the scale required. This alternative can be said to have negative effects on social criteria as a result, with a lack of distribution providing housing more widely across the strategic area. Impacts have been predicted similarly for the preferred spatial strategy option in the short-medium term, however the reliance on two Garden Communities would likely lead to them being required at a scale that would not be suitable in regard to natural or historic environmental conditions; it would be likely that impacts would be significant to the point that mitigation would be difficult. | This alternative has been rejected as it would not meet the North Essex Authorities' housing requirement. Although this alternative was considered a reasonable alternative within earlier stages of the plan-making process and explored primarily to determine its feasibility as part of the SA process, its inability to meet the strategic area's OAN requirements means that it can not now be considered a 'reasonable' alternative at this Publication Draft stage. The deliverability and sustainability of the Garden Communities was considered to be best served by their location in three distinct areas of the strategic area. For this reason the alternative has been rejected. |
| Alternative 4 | A focus on existing settlements only across the Strategic Area, commensurate to proportionate growth (exploring whether needs can be met without the allocation of Garden Communities). | This alternative essentially represents a 'business as usual / do nothing scenario' and explores whether the North Essex Area can feasibly meet identified growth needs without the allocation of Garden Communities. A re-assessment of the alternative at this Draft Publication stage has led to some revised conclusions surrounding the impacts of extending existing settlements in potential unsustainable areas in the latter stages of the plan period | This alternative was explored at an earlier stage of the plan-making process, with findings presented in the Preferred Options SA. Although this alternative was considered a reasonable alternative within earlier stages of the plan-making process and explored primarily to determine its feasibility as part of the SA process, |



| Option | | Summary of sustainability impacts highlighted in the SA | Reasons for Selection / Rejection |
|--------|--|---|---|
| | | <p>and beyond. Notionally, over a wide Strategic Area this alternative would represent a sustainable option, however the presence of a Section One, including Garden Communities, is validated by the need to meet housing and employment needs that can not be met in the latter stages of the plan period by a focus on proportionate growth across the North Essex Authorities area's settlements alone. It should be acknowledged that the principle of this alternative exists as a fundamental part of the Section One Spatial Strategy in order to deliver sustainable growth in the short to medium term stages of plan period. This is also in accordance with the Section Two Spatial Strategies of the respective Councils and the allocation of sites for non-strategic level growth in order to demonstrate a five year housing land supply. In order to represent a 'reasonable' alternative, this alternative would require the formulation of a joint or combined settlement hierarchy. Proportionately this would lead to significant focus on Colchester. The appraisal of this alternative has been undertaken on the basis that existing settlements would have to respond to allowing higher densities and the development of more marginal peripheral land. There would be a significant amount of increasing impacts associated with this theoretical trend, culminating in a large amount of uncertain and negative impacts in the long term, when Garden Communities have been identified as required to come forward to meet unmet housing and employment needs. The alternative would not correspond to the Local Plan requirements of the NPPF on a LPA basis, and could lead to the overexpansion of some settlements through the possible development of unsuitable extensions with no wider sustainability benefits. Strategically, it</p> | <p>its inability to meet the strategic area's OAN requirements means that it can not now be considered a 'reasonable' alternative at this Publication Draft stage. The deliverability and sustainability of the Garden Communities was considered to be best served by their location in three distinct areas of the strategic area. For this reason the alternative has been rejected.</p> |



| Option | | Summary of sustainability impacts highlighted in the SA | Reasons for Selection / Rejection |
|---------------|--|--|---|
| | | would also not offer a sustainable distribution across the wider area, or reflect that some settlements within the Strategic Area serve an important function in terms of services despite not having a significant population. | |
| Alternative 5 | A focus on stimulating infrastructure and investment opportunities across the Strategic Area | A re-appraisal of this alternative has led to a number of likely negative impacts, becoming more significant in the long term, associated with a possible unsustainable concentration of sites in certain areas where infrastructure improvements would be economically beneficial, and also the allocation of sites that are not done so with sustainability at the forefront of the selection process. The size threshold for Garden Communities is set at that which would require the delivery of a new secondary school in each instance, as determined in the ECC Developers' Guide to Infrastructure Contributions Update 2016. Despite this, to entirely focus on the premise of distributing growth to those areas in order to deliver additional secondary school capacity in the wider area would not be a sustainable one, in so far as it would not take into consideration the benefits and indicative impacts associated with other tenets of sustainability, in particular those that are environmental in nature and seek to protect such assets. To extend the premise further to other infrastructure requirements across the strategic area would not allocate Garden Communities in response their ability to meet Garden City principles. Infrastructure requirements in less marketable areas can be expected to warrant notions of housing and employment delivery unviable. | Although infrastructure considerations partly represent the case for their preferred status, it should be acknowledged that the preferred Garden Community options represent sustainable and developable options in their own right as well as in consideration of their distribution as part of a wider Spatial Strategy. The alternative has been rejected in line with the selection and allocation of Garden Communities based on the balance of opportunities and constraints and sustainability, rather than solely economic purposes. The deliverability and sustainability of the Garden Communities was considered to be best served by their location in three distinct areas of the strategic area. For this reason the alternative has been rejected. |
| Alternative 6 | CAUSE's Metro Plan | This alternative has been deemed as having likely negative | This alternative was explored at an earlier stage |



| Option | | Summary of sustainability impacts highlighted in the SA | Reasons for Selection / Rejection |
|--------|--|--|---|
| | | <p>impacts due to the focus of growth in Tendring only, and not distributing growth throughout the North Essex Authorities area. It is unlikely that the geographic distribution will benefit from the economies of scale of a fewer amount of larger Garden Communities, this not only impacts on the ability of locations to stimulate infrastructure, such as schools, and also the ability to mitigate any negative environmental impacts. The Metro Plan, as a Spatial Strategy option, will have positive impacts associated with sustainable transport and air quality; however it should be acknowledged that accessibility is poor at each location regarding A-classified roads and additional public transport infrastructure choices. In consideration of the OAN Report, it could be considered that this distribution would not meet the existing needs of Colchester or Braintree District; in particular the requirements to ensure affordable housing and jobs in a range of sectors that could be expected from a wider distribution of growth, including the locations of the allocated Garden Communities. This is contrary to the NPPF, stating that local planning authorities should positively seek opportunities to meet the development needs of their area, to which the notion of the Section One covering the North Essex Authorities area is in response to. The alternative does not consider the lack of available land within the stated focal points for growth in Tendring. It also does not consider the suitability of land, especially in regard to alternative sites.</p> | <p>of the plan-making process, with findings presented in the Preferred Options SA. Although this alternative was considered a reasonable alternative within earlier stages of the plan-making process and explored primarily to determine its feasibility as part of the SA process, its inability to meet the strategic area's OAN requirements means that it can not now be considered a 'reasonable' spatial strategy alternative at this Publication Draft stage. The deliverability and sustainability of the Garden Communities was considered to be best served by their location in three distinct areas of the strategic area. For this reason the alternative has been rejected.</p> |



2.4.2 Garden Community Options

The following Garden Communities were explored for their individual impacts at this stage. Additional options were considered immediately prior to their identification through the Preferred Options consultation. The options were reassessed in line with emerging evidence on a comparable basis (see Appendix 1) and also the consultation responses later in this Annex. Additionally, the re-assessment focused more appropriately on a balance of on-site impacts with the possibility of adhering to Garden City principles, with an adapted approach to measuring these to better differentiate between options, particularly in broad areas.

| Option | Sub-Option | Indicative dwelling yield and amount of mixed use / employment land (ha) | Summary of sustainability impacts highlighted in the SA (note: the options were re-assessed at this stage in light of emerging evidence and in response to consultation comments) | Reasons for Selection / Rejection |
|------------------------------|--------------------------------|--|---|---|
| Tending / Colchester Borders | Option 1: Southern Land Focus | - 6,611 homes - 7 ha mixed use - 5 ha employment land | 1) Physical limitations – Uncertain 2) Impacts – Uncertain 3) Environment Amenity – Positive 4) Transport – Positive 5) Resilience – Significantly positive 6) Housing – Significantly positive 7) Employment – Significantly positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability – Significantly positive | The Tending / Colchester Borders Garden Community has more opportunities for sustainable travel links into Colchester than other options, a major regional centre. The Garden Community is also in close proximity to the University and high quality employment opportunities. As one of the major centres in the region, Colchester offers a full range of facilities including a hospital and is a major shopping and cultural destination. This would provide high order services not on the garden community within a closer proximity with the opportunities for public transport, walking and cycling links. Colchester is also a major employer in the region and provides a good level and mix of employment opportunities. There is the opportunity |
| | Option 2: A133 to Colchester - | - 8,834 homes - 10 ha mixed use | 1) Physical limitations – Uncertain 2) Impacts – Uncertain | |



| Option | Sub-Option | Indicative dwelling yield and amount of mixed use / employment land (ha) | Summary of sustainability impacts highlighted in the SA (note: the options were re-assessed at this stage in light of emerging evidence and in response to consultation comments) | Reasons for Selection / Rejection |
|--------|-------------------------------|--|--|--|
| | Ipswich rail line | - 5 ha employment land | 3) Environment Amenity – Positive 4) Transport – Positive 5) Resilience – Significantly positive 6) Housing – Significantly positive 7) Employment – Significantly positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability – Positive | to access these opportunities via public transport, walking and cycling. |
| | Option 3: North to South wrap | - 11,409 homes - 13 ha mixed use - 7 ha employment land | 1) Physical limitations – Uncertain 2) Impacts – Uncertain / Negative 3) Environment Amenity – Uncertain / Positive 4) Transport – Positive 5) Resilience – Significantly positive 6) Housing – Significantly positive 7) Employment – Significantly positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability – Positive | |



| Option | Sub-Option | Indicative dwelling yield and amount of mixed use / employment land (ha) | Summary of sustainability impacts highlighted in the SA (note: the options were re-assessed at this stage in light of emerging evidence and in response to consultation comments) | Reasons for Selection / Rejection |
|------------------|--------------------------------------|--|---|---|
| North Colchester | Option 1: East of Langham Lane focus | - 6,606 homes - 7 ha mixed use - 7 ha employment land | 1) Physical limitations – Uncertain / Negative 2) Impacts – Negative 3) Environment Amenity – Uncertain / Negative 4) Transport – Uncertain / Negative 5) Resilience – Positive 6) Housing – Significantly positive 7) Employment – Positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability – Positive | The discounting of the North Colchester site for a Garden Community was based on the negative environmental impacts of a large Garden Community on an area of significant landscape and environmental value. Additionally, the deliverability and sustainability of Garden Communities was considered to be best served by their location in two distinct areas of the Borough as opposed to adjacent communities such as North Colchester. |
| | Option 2: Maximum Land Take | - 10,132 homes - 10 ha mixed use - 10 ha employment land | 1) Physical limitations – Uncertain / Negative 2) Impacts – Negative 3) Environment Amenity – Uncertain / Negative 4) Transport – Uncertain / Negative 5) Resilience – Positive 6) Housing – Significantly positive 7) Employment – Positive 8) Mixed-use – Significantly positive | |



| Option | Sub-Option | Indicative dwelling yield and amount of mixed use / employment land (ha) | Summary of sustainability impacts highlighted in the SA (note: the options were re-assessed at this stage in light of emerging evidence and in response to consultation comments) | Reasons for Selection / Rejection |
|--------------------------------|--|--|--|---|
| | | | 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability – Uncertain | |
| Colchester / Braintree Borders | Option 1: North and South of A12 / Rail Corridor Focus | - 16,861 homes - 9 ha mixed use - 10 ha employment land | 1) Physical limitations – Uncertain 2) Impacts – Uncertain / Negative 3) Environment Amenity – Uncertain / Negative 4) Transport – Uncertain 5) Resilience – Uncertain / Positive 6) Housing – Significantly positive 7) Employment – Positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability – Uncertain | <p>The Colchester Braintree borders site is in closer proximity to the mainline railway station at Marks Tey, which with upgraded facilities would give regular train links to London, Colchester and beyond within walking, cycling or bus rapid transport system to the station. There are also more opportunities for sustainable travel links into Colchester, a major regional centre of facilities and employment.</p> <p>The Colchester Braintree borders site is in closer proximity to Colchester. As one of the major centres in the region, Colchester offers a full range of facilities including a hospital and is a major shopping and cultural destination. This would provide high order services not on the garden community within a closer proximity with the opportunities for public transport, walking and cycling links.</p> |
| | Option 2: South of A120 and North of Marks Tey Existing Settlement | - 17,182 homes - 9 ha mixed use - 11 ha employment land | 1) Physical limitations – Uncertain 2) Impacts – Uncertain / Negative 3) Environment Amenity – Uncertain / Negative 4) Transport – Uncertain 5) Resilience – Uncertain / Positive | |



| Option | Sub-Option | Indicative dwelling yield and amount of mixed use / employment land (ha) | Summary of sustainability impacts highlighted in the SA (note: the options were re-assessed at this stage in light of emerging evidence and in response to consultation comments) | Reasons for Selection / Rejection |
|--------|-------------------------------|--|---|--|
| | | | 6) Housing – Significantly positive 7) Employment – Positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability – Uncertain | Colchester is also a major employer in the region and provides a good level and mix of employment opportunities. There is the opportunity to access these opportunities via public transport, walking and cycling. |
| | Option 3: South of A120 Focus | - 13,105 homes - 7 ha mixed use - 9 ha employment land | 1) Physical limitations – Uncertain 2) Impacts – Uncertain 3) Environment Amenity – Uncertain / Negative 4) Transport – Uncertain 5) Resilience – Uncertain / Positive 6) Housing – Significantly positive 7) Employment – Positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability – Uncertain | |
| | Option 4: Maximum Land Take | - 27,841 homes - 16 ha mixed use | 1) Physical limitations – Uncertain 2) Impacts – Negative | |



| Option | Sub-Option | Indicative dwelling yield and amount of mixed use / employment land (ha) | Summary of sustainability impacts highlighted in the SA (note: the options were re-assessed at this stage in light of emerging evidence and in response to consultation comments) | Reasons for Selection / Rejection |
|-------------------|--------------------------------|--|--|--|
| | | - 15 ha employment land | 3) Environment Amenities – Uncertain / Negative 4) Transport – Uncertain / Negative 5) Resilience – Uncertain 6) Housing – Significantly positive 7) Employment – Positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability – Uncertain | |
| West of Braintree | Option 1: Braintree DC only | - 9,665 homes - 12 ha mixed use - 10 ha employment land | 1) Physical limitations – Uncertain / Negative 2) Impacts – Uncertain / Negative 3) Environment Amenities – Uncertain / Negative 4) Transport – Uncertain / Negative 5) Resilience – Uncertain / Positive 6) Housing – Significantly positive 7) Employment – Uncertain / Positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability – Uncertain | <p>The West of Braintree garden community is suitable and deliverable. Further work will continue to be undertaken with Uttlesford District Council who will be shortly deciding whether to take forward additional land within UDC. If UDC chose to take this option forward, then further evolutions of the proposals will take place, taking into account a wider development area.</p> <p>Officers have balanced the impacts of development, such as the loss of high quality agricultural land and the change in character of the</p> |



| Option | Sub-Option | Indicative dwelling yield and amount of mixed use / employment land (ha) | Summary of sustainability impacts highlighted in the SA (note: the options were re-assessed at this stage in light of emerging evidence and in response to consultation comments) | Reasons for Selection / Rejection |
|-------------------------------|---|--|--|--|
| | Option 2: Braintree DC and Uttlesford DC Land | <ul style="list-style-type: none"> - 12,949 homes - 16 ha mixed use - 13 ha employment land | <ul style="list-style-type: none"> 1) Physical limitations – Uncertain / Negative 2) Impacts – Uncertain / Negative 3) Environment Amenity – Uncertain / Negative 4) Transport – Uncertain / Negative 5) Resilience – Uncertain / Positive 6) Housing – Significantly positive 7) Employment – Uncertain / Positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability – Uncertain | area, with the benefits of the long term delivery of new homes, infrastructure and community facilities and consider that a new standalone garden community is suitable for West of Braintree and are recommending that this is taken forward in the Local Plan. |
| CAUSE 'Colchester Metro Plan' | N/A - Option 1: Metro Plan submission | 6,000 to 8,000 dwellings proposed by CAUSE | <ul style="list-style-type: none"> 1) Physical limitations – Negative 2) Impacts – Significantly negative 3) Environment Amenity – Significantly negative 4) Transport – Positive 5) Resilience – Significantly positive 6) Housing – Significantly negative 7) Employment – Uncertain 8) Mixed-use – Uncertain | The CAUSE option has been rejected due its inability to deliver the required growth, linked to deliverability / developability and the availability / lack of promotion of land within the model to the required scales. It is also not considered that a series of smaller developments can successfully combine to meet the requirements of sustainability / Garden City principles. |



| Option | Sub-Option | Indicative dwelling yield and amount of mixed use / employment land (ha) | Summary of sustainability impacts highlighted in the SA (note: the options were re-assessed at this stage in light of emerging evidence and in response to consultation comments) | Reasons for Selection / Rejection |
|------------|---------------------------------------|---|---|---|
| | | | 9) Environmental Quality & Sustainability – Negative 10) Developability / Deliverability – Significantly Negative | |
| Monks Wood | N/A - Option 1: Proposal as submitted | - Up to 15,000 homes (5,151 homes in plan period) - 245,300m2 of non-residential (mix of commercial / retail / leisure etc.) | 1) Physical limitations – Uncertain 2) Impacts – Uncertain / Negative 3) Environment Amenity – Uncertain / Negative 4) Transport – Negative 5) Resilience – Uncertain / Negative 6) Housing – Significantly positive 7) Employment – Positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability – Uncertain | Monks Wood is currently located on the highly trafficked and single carriageway section of the A120. The only other roads in the vicinity are very rural lanes in the vicinity and no opportunity to access a site of this size by other routes. If the A120 project is to go ahead, 1 of the 5 options could see the new A120 run through the site, the other 4 would be distant from the site. Whilst any upgrade option would provide capacity on the existing A120 network, there are no guarantees that the project will go forward. With the exception of option A travel to the strategic highway network would need to be via Marks Tey to the east or Braintree to the west. In addition the project is not due to complete until 2026, so completions would not be able to start until that date. The employment market in Braintree is less strong than Colchester and major new employment areas are proposed on the west side of Braintree which is in close |



| Option | Sub-Option | Indicative dwelling yield and amount of mixed use / employment land (ha) | Summary of sustainability impacts highlighted in the SA (note: the options were re-assessed at this stage in light of emerging evidence and in response to consultation comments) | Reasons for Selection / Rejection |
|--------|------------|--|---|--|
| | | | | proximity to the West of Braintree garden community. |

2.4.3 Different Permutations of Garden Community Options

The following Garden Communities permutations were explored for their cumulative impacts:

| Scenario | Sites forming Permutation | | | Why considered a reasonable alternative? | Summary of sustainability impacts highlighted in the SA | Reasons for Selection / Rejection |
|---------------|-------------------------------|--------------------------------|-------------------|---|--|---|
| Allocated GCs | Tendring / Colchester Borders | Braintree / Colchester Borders | West of Braintree | This is the preferred selection of Garden Communities, reflecting the most dispersed, distinct areas of the strategic area. | 1) Physical limitations – No impact 2) Impacts – No impact 3) Environment Amenity – No impact 4) Transport – Uncertain 5) Resilience – Positive 6) Housing – Significantly positive 7) Employment – Positive 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability - No impact | The preferred Garden Communities reflected deliverability considerations including the availability of sites, and an overall evaluation of the combination of allocations and policies that would produce the most sustainable pattern of growth. The deliverability and sustainability of Garden Communities was considered to be best served by their location in three distinct areas of the strategic area. |



| Scenario | Sites forming Permutation | | | Why considered a reasonable alternative? | Summary of sustainability impacts highlighted in the SA | Reasons for Selection / Rejection |
|----------|---------------------------|-------------------------------|-------------------------------|--|---|--|
| 1. | West of Braintree | Monks Wood | Tendring / Colchester Borders | This scenario has been identified in light of an assumption that A120 re-routing will either benefit (i.e. improve access to) one of Monks Wood or the Colchester / Tendring Borders Garden Community (based on the options currently being consulted upon at the time of writing). This views Monks Wood as a more direct alternative to the Colchester / Tendring Borders Garden Community than other options. | 1) Physical limitations – No impact 2) Impacts – No impact 3) Environment Amenity – No impact 4) Transport – Uncertain 5) Resilience – Positive 6) Housing – Positive 7) Employment – Uncertain 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability - No impact | Please see reasons for rejecting the Monks Wood option above. |
| 2. | Metro Plan | Tendring / Colchester Borders | North of Colchester | This scenario represents an eastern focus of Garden Communities to address historical undersupply in Tendring (and the lack of an up to date development plan since 2011). | 1) Physical limitations – Negative 2) Impacts – Negative 3) Environment Amenity – No impact 4) Transport – Positive 5) Resilience – Positive 6) Housing – Significantly negative 7) Employment – Negative 8) Mixed-use – Uncertain 9) Environmental Quality & Sustainability – Negative 10) Developability / Deliverability - No impact | Please see reasons for rejecting the Metro Plan and North of Colchester options above. |



| Scenario | Sites forming Permutation | | | Why considered a reasonable alternative? | Summary of sustainability impacts highlighted in the SA | Reasons for Selection / Rejection |
|----------|---------------------------|--------------------------------|--------------------------------|---|--|--|
| 3. | Metro Plan | Tendring / Colchester Borders | Colchester / Braintree Borders | This scenario was identified within the CAUSE 'Metro Plan' submission. It considers that the Metro Plan should be supplemented with a Garden Community at Tendring / Colchester Borders alongside a smaller amount of growth at the Colchester / Braintree Borders at a scale similar to Thorpe-le-Soken, Weeley, Great Bentley and Alresford, with development focused up to a 10minute walking distance from Marks Tey station. | 1) Physical limitations – No impact 2) Impacts – Negative 3) Environment Amenity – No impact 4) Transport – Positive 5) Resilience – Significantly positive 6) Housing – Significantly negative 7) Employment – Uncertain 8) Mixed-use – Uncertain 9) Environmental Quality & Sustainability – Negative 10) Developability / Deliverability - No impact | Please see reasons for rejecting the Metro Plan option above. |
| 4. | North Colchester | Colchester / Braintree Borders | Tendring / Colchester Borders | This scenario has been identified based on Colchester being the largest, main settlement and 'regional centre' within the North Essex area, and focuses single development Garden Community options (i.e. not a series of expanded settlements as per the Metro Plan option) in this broad area. | 1) Physical limitations – Negative 2) Impacts – Negative 3) Environment Amenity – Negative 4) Transport – Positive 5) Resilience – Uncertain 6) Housing – Negative 7) Employment – Negative 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability - No impact | Please see reasons for rejecting the North of Colchester option above. |



| Scenario | Sites forming Permutation | | | Why considered a reasonable alternative? | Summary of sustainability impacts highlighted in the SA | Reasons for Selection / Rejection |
|----------|---------------------------|-------------------|--------------------------------|---|--|---|
| 5. | West of Braintree | Monks Wood | Colchester / Braintree Borders | This scenario represents a western focus of Garden Communities to address the fact that housing in Braintree is relatively unaffordable. | 1) Physical limitations – Negative 2) Impacts – Negative 3) Environment Amenity – Negative 4) Transport – Uncertain 5) Resilience – Positive 6) Housing – Negative 7) Employment – Negative 8) Mixed-use – Significantly positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability - No impact | Please see reasons for rejecting the Monks Wood option above. |
| 6. | Monks Wood | West of Braintree | N/A | This scenario also represents a western focus to address the fact that housing in Braintree is relatively unaffordable, however with two Garden Communities only. | 1) Physical limitations – No impact 2) Impacts – No impact 3) Environment Amenity – No impact 4) Transport – Negative 5) Resilience – Uncertain 6) Housing – Significantly negative 7) Employment – Significantly negative 8) Mixed-use – Positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability - No impact | Please see reasons for rejecting the Monks Wood option above. |
| 7. | West of | Colchester | Metro Plan | This scenario represents a | 1) Physical limitations – No impact | Please see reasons for rejecting the Metro |



| Scenario | Sites forming Permutation | | | Why considered a reasonable alternative? | Summary of sustainability impacts highlighted in the SA | Reasons for Selection / Rejection |
|----------|---------------------------|-------------------------------|-------------------|---|--|---|
| | Braintree | / Braintree Borders | | distribution that best responds to the notion of each LPA meeting their own identified needs in their administrative areas with no cross-boundary implications. | 2) Impacts – No impact 3) Environment Amenity – No impact 4) Transport – Positive 5) Resilience – Significantly positive 6) Housing – Negative 7) Employment – Positive 8) Mixed-use – Uncertain 9) Environmental Quality & Sustainability – Negative 10) Developability / Deliverability - No impact | Plan option above. |
| 8. | Metro Plan | Tendring / Colchester Borders | West of Braintree | This scenario has been identified as it avoids the A120 re-routing uncertainty that exists at the current time. Under this scenario, three Garden Communities have been explored, to maximise the certainty of developability in the plan period. | 1) Physical limitations – No impact 2) Impacts – Uncertain 3) Environment Amenity – No impact 4) Transport – Positive 5) Resilience – Significantly positive 6) Housing – Negative 7) Employment – Positive 8) Mixed-use – Uncertain 9) Environmental Quality & Sustainability – Negative 10) Developability / Deliverability - No impact | Please see reasons for rejecting the Metro Plan option above. |
| 9. | Tendring / Colchester | West of Braintree | N/A | This scenario has been identified as it avoids the A120 re-routing | 1) Physical limitations – No impact 2) Impacts – No impact | This alternative has been rejected as it would not meet the North Essex |



| Scenario | Sites forming Permutation | | | Why considered a reasonable alternative? | Summary of sustainability impacts highlighted in the SA | Reasons for Selection / Rejection |
|----------|---------------------------|--|--|--|---|---|
| | Borders | | | uncertainty that exists at the current time. Under this scenario, two Garden Communities have been explored. | 3) Environment Amenity – No impact 4) Transport – Positive 5) Resilience – Positive 6) Housing – Significantly negative 7) Employment – Uncertain 8) Mixed-use – Positive 9) Environmental Quality & Sustainability – Significantly positive 10) Developability / Deliverability - No impact | Authorities' housing requirement. The deliverability and sustainability of the Garden Communities was considered to be best served by their location in three distinct areas of the strategic area. |

2.4.4 Different Approaches to Delivering Strategic Growth

This part of the SA explores whether Garden Communities are the most sustainable option for the strategic area through a high-level assessment on a broadly comparable basis. It explores the sustainability impacts of the following different approaches.

| Option | Summary of sustainability impacts highlighted in the SA | Reasons for Selection / Rejection |
|-----------------------|--|---|
| 1. Garden Communities | <p>There will be positive Impacts on the majority of the sustainability criteria.</p> <p>There will be uncertain Impacts on the following sustainability criteria: rural affordable housing / retail and other services in rural areas / locating development in close proximity to town</p> | Garden Communities can ensure that infrastructure is delivered prior or at the same time as the commencement of homes. The approach can adhere to the aspirations of Garden City Principles, as proposed through the Garden Community model by the North Essex Authorities taking an interventionist approach to strategic development. |



| | | |
|--|---|--|
| | <p>centres / encourage the rural economy / impact on a national, international or European (Natura 2000) designated site / improve rural public transport / required improvements to utilities infrastructure / capacity in GP services / designations, features and areas of historical, archaeological and cultural value / greenhouse gases / renewable energy / water resources and sewerage capacity / air quality along the A12 or A120 / development outside development boundaries</p> <p>There will be negative Impacts on the following sustainability criteria: requiring significant supporting transport infrastructure / landscapes / the loss of high quality agricultural land.</p> | |
| <p>2. 'Traditional Approaches' to strategic growth (responding to expansions of existing urban areas and other settlements within the strategic area).</p> | <p>There will be positive Impacts on the majority of the sustainability criteria.</p> <p>There will be uncertain Impacts on the following sustainability criteria: meeting Gypsy and Traveller pitch requirements / access to health facilities / rural affordable housing / retail and other services in rural areas / locating development in close proximity to town centres / encourage the rural economy / easy public travelling distance to town centres / improve public transport networks to town centres / increase and/or improve the availability and usability of sustainable transport modes / integration of transport modes / concentrate development and facilities where access via sustainable travel is greatest / impact on a national, international or European (Natura 2000) designated site / improve rural public transport / required improvements to utilities infrastructure / capacity in GP services / designations, features and areas of historical, archaeological</p> | <p>There has been a lack of available, suitable options for urban extensions at the scale required submitted throughout the Local Plan process. In addition, 'traditional approaches' are unlikely to deliver 'infrastructure first' and adhere to the aspirations of Garden City Principles, as proposed through the Garden Community model by the North Essex Authorities taking an interventionist approach to strategic development.</p> |



| | | |
|--|--|--|
| | <p>and cultural value / greenhouse gases / renewable energy / water resources and sewerage capacity / air quality along the A12 or A120 / development outside development boundaries</p> <p>There will be negative Impacts on the following sustainability criteria: requiring significant supporting transport infrastructure / landscapes / the loss of high quality agricultural land.</p> | |
| <p>3. New Towns (without the application of Garden City Principles in their development)</p> | <p>There will be positive Impacts on few of the sustainability criteria.</p> <p>There will be uncertain Impacts on the following sustainability criteria: community facilities / the range and affordability of housing / access to health facilities / access to sport and recreation facilities, open space and accessible green space / access by walking or cycling / locate development within easy public travelling distance to town centres / improve public transport networks / the delivery of a range of employment opportunities / employment opportunities / support business innovation / improve rural public transport / conserve and enhance species diversity / sustainable transport modes / required improvements to utilities infrastructure / capacity in GP services / greenhouse gases / renewable energy / water resources and sewerage capacity / air quality along the A12 or A120 / development outside development boundaries / access to jobs, shopping, services and leisure facilities / requiring significant supporting transport infrastructure / high quality design principles.</p> <p>There will be negative Impacts on the following sustainability criteria: social inclusion / rural affordable housing / well designed</p> | <p>There has been a lack of available, suitable options for New Towns submitted throughout the Local Plan process. In addition, New Towns are unlikely to deliver 'infrastructure first' and adhere to the aspirations of Garden City Principles, as proposed through the Garden Community model by the North Essex Authorities taking an interventionist approach to strategic development.</p> |



and sustainable housing / meeting Gypsy and Traveller pitch requirements / improve existing training and learning facilities / potential impact on a national, international or European (Natura 2000) designated site / maintain and enhance sites otherwise designated for their nature conservation interest / conserve and enhance natural/semi natural habitats / integration of transport modes / requiring significant supporting transport infrastructure / landscapes / the loss of high quality agricultural land / minimise congestion at key destinations / school places / capacity in GP services / designations, features and areas of historical, archaeological and cultural value / open space / ability to mitigate / AQMAs.



3. History of Alternatives – The Section One Policies

3.1 Introduction

This Section sets out the history of the Section One policies. These have been developed from the Preferred Options stage onwards.

This section contains the following policies, and their appraisal throughout the Section One plan-making process covering the Preferred Options and Draft Publication stages.

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



3.2 Section One Policies

| Policy | Alternatives considered | Summary of sustainability impacts highlighted in the SA | Reasons for Selection in light of the alternatives |
|-------------------------------|----------------------------|---|--|
| Vision for the Strategic Area | None considered reasonable | N/A | The Vision can be seen as a general summary of the content of the Strategic Section One for Local Plans. As such, the Vision as written was selected. The individual elements of the Vision are elaborated on in more detail within other policies of the document. Alternatives are explored in more detail within the assessment of these policies later within this SA, commensurate to their individual context. |
| Strategic Objectives | None considered reasonable | N/A | Similar to the Vision, the Strategic Objectives can be seen as a general summary of the content of the Strategic Section One for Local Plans. The Strategic Objectives reflect those of the strategic area and the requirements of local plans as espoused within the NPPF; as a result of this, the objectives were selected and no other alternatives can be considered reasonable. The individual elements of the Strategic Objectives are elaborated on in more detail within other policies of the document. Alternatives are explored in more detail within the assessment of these policies later within this SA, commensurate to their individual context. |
| Policy SP1 – | None considered reasonable | N/A | Comments received during the Preferred Options |



| Policy | Alternatives considered | Summary of sustainability impacts highlighted in the SA | Reasons for Selection in light of the alternatives |
|--|--|--|---|
| Presumption in Favour of Sustainable Development | | | consultation stage identified a possible approach that the policy insist upon an 'infrastructure first' qualification. The notion of 'infrastructure first' is established throughout the plan and included within the Section One at more relevant points. As such, no alternative approaches can be considered reasonable as the policy reiterates the thread of sustainable development as espoused in the NPPF. As such the Policy was selected. Any alternative that deviates from this approach would be contrary to NPPF and therefore an unsound approach. |
| Policy SP2 – Spatial Strategy for North Essex | This Policy of Section one is dealt with earlier on in this Annex. | | |
| Policy SP3 – Meeting Housing Needs | Alternative 1 – A lower uplift than the policy approach. This responds to 8% uplift over the HMA and represents an indicative split where Tendring still meets its SNPP provision and the uplift is reduced for the HMA partner authorities. This has been appraised as specific to the OAN alternative, and also of an 'indicative lower' level of growth. (Preferred Options SA 2016, Draft Publication SA 2017) | Uncertain impacts highlighted for housing and landscapes associated with growth levels that are still high in comparison to previous Local Plan targets, but do not meet the area's OAN as significantly. | Policy SP3 will have significantly positive impacts on housing and uncertain impacts on landscapes. The NPPF is clear that the HMA as whole should work to meet its OAN in full, provided that it has the sustainable capacity to do so consistent with the policies in the NPPF. How provision should be distributed between districts will depend on supply factors and policy objectives. In response to this, it should be noted that each authority has identified a justified and achievable indicative housing target in line with their work towards a Local Plan in each instance and these needs are reflected in the policy. |



| Policy | Alternatives considered | Summary of sustainability impacts highlighted in the SA | Reasons for Selection in light of the alternatives |
|--|---|---|---|
| | Alternative 2 – A higher uplift than the policy approach. This responds to 17% uplift over the HMA and represents an approach where Tendring provides only enough homes to meet its projection before any uplift is applied. This has been appraised as specific to the OAN alternative, and also of an 'indicative higher' level of growth. (Preferred Options SA 2016, Draft Publication SA 2017) | Significantly positive impacts on housing due to growth higher than OAN, but with corresponding negative impacts on landscapes as a result. Uncertain impacts are also highlighted for biodiversity and water quality as the Appropriate Assessment does not explore whether mitigation is possible at this level of growth. | |
| Policy SP4 – Providing for Employment and Retail | Alternative 1 – Forecasts based on EEFM findings only (an indicative higher amount of jobs). (Preferred Options SA 2016, Draft Publication SA 2017) | Significantly positive impacts in the long term, with positive impacts in the short-medium term. | Policy SP4 will have significantly positive short-long term impacts on economic growth. The impacts of the alternative will be similar to the preferred policy methodology, with significant positive impacts on long term employment (SO5), in line with the 'mixed use' and sustainable transport infrastructure opportunities associated with Garden Communities. Impacts in the short to medium term are however less significant, due to the alternative primarily not initially factoring in commuting; this leads to forecasts showing a disparity between population growth and job growth. The OAN Report indicates that in Braintree and Colchester there would be a higher population than identified in the 2012 |



| Policy | Alternatives considered | Summary of sustainability impacts highlighted in the SA | Reasons for Selection in light of the alternatives |
|--|----------------------------|---|--|
| | | | Sub National Population Projections (SNPP), suggesting that if population grows in line with the official projection it may not provide enough workers. This issue would rely on being resolved by changes in commuting. The OAN Report also adds that for Tendring the EEFM figure would be well below the SNPP, confirming that trend-based population growth would result in a labour surplus. For these reasons, the alternative has been rejected and the preferred policy approach selected. |
| Policy SP5 – Infrastructure and Connectivity | None considered reasonable | N/A | The infrastructure requirements are specific to the content of the Strategic Section One for Local Plans and no other alternatives can be considered reasonable. As such, the Policy was selected. It can be considered that alternatives could only regard different permutations of alternatives explored within the SA, in particular those related to Spatial Strategy and Garden Community options explored within this SA and considered in the plan-making process |
| Policy SP6 – Place Shaping Principles | None considered reasonable | N/A | In so far as the place shaping principles of the Policy reiterate sustainable land use requirements as espoused in the NPPF and PPG, it is considered that there are no reasonable alternative approaches that could be considered distinctively different yet still meet tests of soundness. As such the preferred policy approach has |



| Policy | Alternatives considered | Summary of sustainability impacts highlighted in the SA | Reasons for Selection in light of the alternatives |
|--|----------------------------|---|--|
| | | | been selected. |
| Policy SP7 – Development and Delivery of New Garden Communities in Essex | None considered reasonable | N/A | The requirements are specific to the content of the Strategic Section One for Local Plans and no other alternatives can be considered reasonable. It can be considered that alternatives could only regard different permutations of alternatives explored, in particular those Spatial Strategies and Garden Communities explored within this SA and considered in the plan-making process. As such the preferred policy approach has been selected. |
| Policy SP8 – Tendring / Colchester Borders Garden Community | None considered reasonable | N/A | The principles and requirements of this Policy are specific to the Garden Community, to which this policy relates, ensuring that aspirations surrounding sustainable development will be met from any successful proposal. In so far as the Policy ensures sustainable development, it accords directly to the presumption in favour of sustainable development of Policy SP1 and more critically, the NPPF. As such no other alternatives can be considered reasonable and the preferred policy approach has been selected. |
| Policy SP9 – Colchester / Braintree Garden Community | None considered reasonable | N/A | The principles and requirements of this Policy are specific to the Garden Community, to which this policy relates, ensuring that aspirations surrounding sustainable |



| Policy | Alternatives considered | Summary of sustainability impacts highlighted in the SA | Reasons for Selection in light of the alternatives |
|--|----------------------------|---|---|
| | | | development will be met from any successful proposal. In so far as the Policy ensures sustainable development, it accords directly to the presumption in favour of sustainable development of Policy SP1 and more critically, the NPPF. As such no other alternatives can be considered reasonable and the preferred policy approach has been selected. |
| Policy SP10 – West of Braintree Garden Community | None considered reasonable | N/A | The principles and requirements of this Policy are specific to the Garden Community, to which this policy relates, ensuring that aspirations surrounding sustainable development will be met from any successful proposal. In so far as the Policy ensures sustainable development, it accords directly to the presumption in favour of sustainable development of Policy SP1 and more critically, the NPPF. As such, the Policy was selected and no other alternatives can be considered reasonable. |

4. Consultation Comments Received

4.1 Preferred Options Consultation Stage

| Consultee | Comment | SA Response |
|-----------|---|---|
| CAUSE | <p>The Sustainability Appraisal contains a number of serious inconsistencies and omissions. This commentary focuses on :</p> <p>The erroneous inclusion of West Colchester Garden Community in the Preferred Options and the equally erroneous rejection of North Colchester Garden Community.</p> <p>The erroneous exclusion of CAUSE's Metro Plan, prepared by CAUSE's professional team. This alternative has received recognition in the wider planning community but has been misunderstood by the authors of the sustainability appraisal. It is a matter of regret that CAUSE has been unable to explain it to the appraisers, despite repeated requests to do so.</p> | <p>Noted. The SA assesses the preferred content of the Section One as it is presented, alongside the assessment of reasonable alternatives. Reasons for rejection and selection are included as per Planning Practice Guidance – Strategic environmental assessment and sustainability appraisal, which states, 'the sustainability appraisal should outline the reasons the alternatives were selected, the reasons the rejected options were not taken forward and the reasons for selecting the preferred approach in light of the alternatives.' All content of the Section One, as well as those reasonable alternatives including the Metro Plan option, have been re-assessed where necessary within the SA in light of updated evidence and consultation responses.</p> |
| | <p>The principal argument in favour of West Colchester GC appears to be that the location will 'stimulate required infrastructure delivery'. This political argument is highly inappropriate in a sustainability appraisal. Garden settlements should be located in the most sustainable locations from the point of view of society as a whole, not with the intention of securing funding from other parts of the public sector.</p> <p>We conclude that the infrastructure requirements to ensure that West Colchester succeeds as a garden community are too high, both in terms of financial viability and practical deliverability. The location does not support the NPPF principle of reducing journeys and it appears that the</p> | <p>Noted. The Sustainability Appraisal has been amended to reflect these comments.</p> |

| Consultee | Comment | SA Response |
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| | sustainability appraisal favours it for political rather than economic reasons. | |
| | <p>Severance.</p> <p>Marks Tey already suffers from severe severance by the A12, the A120 and the GEML. Shops are severed from the village hall which is itself is severed from the main residential area. The industrial area between road and railway has unsatisfactory and dangerous linkages to both A12 and A120.</p> <p>Without huge infrastructure investment these problems will be exacerbated in the expanded settlement. The Appraisal acknowledges the severance caused by the A12 and the GEML. It neglects to mention the additional severance caused by the current A120, the Sudbury line and the new A120 which will join the A12 in the area. Therefore, West Colchester will be a community severed in five directions. See map of Marks Tey, below.</p> <p>North Colchester is capable of forming a coherent community with its own centre and identity. The A12 forms a natural boundary which can be bridged to link the community to Severalls Industrial Park.</p> <p>There is no logic to why such extreme severance is considered acceptable at West Colchester yet the significantly lesser severance at North Colchester is not considered acceptable. The Appraisal should make more attempt to compare the search areas and analyse the differences.</p> | <p>Noted. The SA has re-assessed the options in regard to severance.</p> |
| | <p>Sustainability and accessibility.</p> <p>There are significant sustainable transport and accessibility issues at West Colchester GC highlighted by Place Services and by Aecom. The impact on the transport network will be exacerbated by the need for many residents to travel to work elsewhere. This is not highlighted sufficiently in the Appraisal.</p> <p>a. Road congestion. It is clear from the Appraisal that road infrastructure represents the main barrier to development at West Colchester GC. The Appraisal contradicts itself, stating, despite its own references to congestion, that the</p> | <p>Noted. The SA has re-assessed the options in light of new evidence where it is applicable and relevant to all options.</p> |

| Consultee | Comment | SA Response |
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| | <p>A12 and A120 at West Colchester GC are 'beneficial'. Negative concerns that North Colchester GC will be reliant on the A12 and 'could' increase congestion are therefore also contradictory if the Appraisal believes that location on the A12 at Marks Tey is beneficial when it is considered a negative a few miles away.</p> <p>The Appraisal must compare like with like. The congestion effects on the A12 will be high at both North Colchester GC and West Colchester GC, arguably higher at West Colchester GC due to the larger settlement proposed and the distance from any of North Essex's designated strategic economic areas.</p> <p>b. Rail. It is extraordinary that the Appraisal neglects to discuss the capacity issues on the GEML. Aecom is clear in its assessment of the long term capacity constraints on the line, stating that Network Rail's own proposed interventions will be insufficient. West Colchester's location to encourage rail commuting is flawed.</p> <p>In addition, the accessibility issues at the station raised in the Appraisal 'limit any meaningful expansion'. Relocation of Marks Tey station is suggested, but only in the 'Maximum Land Take' option in the Aecom analysis - yet another illogical piece of analysis. The station must be central in any West Colchester GC option.</p> <p>The location of the station in the new community and the Anglia Route Study capacity forecasts make it clear that the station is not the advantage it is purported to be.</p> <p>c. Bus. The bus service from Little Tey & Marks Tey is cited as a clear advantage for developing a sustainable transport system and BRT, a clear sign that the appraisers have yet to appreciate the scale of development proposed or of infrastructure needed. This is not a location differentiator as there are bus services from all rural areas into the centre of Colchester. Nor does it form the basis for a BRT system, something which is a complex and expensive undertaking!</p> <p>By comparison, at North Colchester GC not only is there already a Park & Ride (referred to in the Appraisal) in place but already the planned provision of a dedicated bus corridor to support existing plans for 1,500 homes at Severalls Hospital (not mentioned in the Appraisal - why?).</p> | |

| Consultee | Comment | SA Response |
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| | <p>Nor does the Appraisal refer to the Rapid Transit Option Appraisal being investigated to link the Severalls site, University and town centre, which would bring benefits to (and could be extended to) the North Colchester options.</p> <p>It is clear that public transport options under consideration in the north Colchester area are well advanced and would offer considerable benefits to the residents of North Colchester GC. Meanwhile proposals for the West of Colchester still range from heavy rail (cost £2bn), adapting existing rail (cost £500m) or developing a new Bus Rapid Transit system for £25m, which we suspect will do little other than further congest existing roads.</p> <p>d. Cycling & walking. Aecom notes that there are no external cycle and pedestrian ways near the West Colchester GC search area, and a quick glance at the map above makes it clear that retrospective provision will be difficult. The Appraisal neglects to mention this, nor does it refer to the distance of the settlement from Colchester and Braintree, which would discourage cycling and walking.</p> <p>With reference to North Colchester GC, the Appraisal does not cite the benefits of the 'well-established Colchester walking and cycling network linking the [North Colchester] site, the P&R, Stadium and importantly the employment and leisure area on the south side of the A12' (Aecom Garden Communities Concept & Evaluation).</p> | |
| | <p>e. Reducing journeys. West Colchester, as a new and stand-alone community, offers none of the benefits of existing employment which the North Colchester settlement offers. It is not a Strategic Economic Area and there is no focus for employment (Aecom refers to home-working and touch-down spaces as the employment strategy). Whilst land will be provided for employment, Aecom notes that residents of West Colchester will be attracted to Severalls and the Northern Gateway to work, which will require residents to travel by car on the A12.</p> <p>By contrast, Colchester GC will be adjacent to employment at Colchester's Strategic Economic Area of Severalls and the Northern Gateway. Aecom's schematic demonstrates this relationship.</p> <p>The Appraisal asserts that all Garden Community Options</p> | <p>Noted. The SA has re-assessed the options in light of new evidence where it is applicable and relevant to all options.</p> |

| Consultee | Comment | SA Response |
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| | <p>will have broadly the same employment opportunities. This is clearly not the case and nor does the conclusion meet with the NPPF aim to reduce journeys to work and to locate houses for employment.</p> <p>Taking each of the three options:</p> <p>East Colchester benefits from and supports the growth of the University, the Knowledge Gateway (one of Colchester's three Strategic Economic Areas), and the town centre.</p> <p>North Colchester benefits from and supports the Strategic Economic Area of the Northern Gateway, Severalls (and the town centre).</p> <p>West Braintree benefits from and supports the strategic employment zones of Skyline 120 and Panfield, and is on the 'right side' of town for employment at Stansted, where sustainable transport solutions are proposed.</p> <p>West Colchester GC is located far from any strategic employment zone and town centre.</p> | |
| | <p>Deliverability</p> <p>Place Services reminds us that the deliverability of West Colchester is directly linked to investment decisions by Highways England. There is no such constraint at North Colchester. Aecom and Place Services believe that the road network in its existing state must constrain development at West Colchester to between 500-900 homes.</p> <p>CAUSE believes that the GEML must be additionally considered as a constraint and questions why the Appraisal has not taken it into account.</p> <p>Finally, North Colchester GC carries a lower deliverability risk being entirely within Colchester's boundaries.</p> | <p>Noted. The SA has re-assessed the options in light of new evidence where it is applicable and relevant to all options.</p> |
| | <p>Pollution.</p> <p>It is evident that West Colchester, situated between the A12, current A120 and new A120, will suffer from pollution and air quality issues as evidenced by the image below (Source www.airtext.info 14 September 2016). This topic is</p> | <p>Noted. The SA has re-assessed the options in light of new evidence where it is applicable and relevant to all options.</p> |

| Consultee | Comment | SA Response |
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| | not mentioned in the Appraisal's summary comparison between options although in the detail it does state that the main air quality issues for Braintree relate to traffic on the A12 and A120. Once again, the report contradicts itself, stating that cumulatively the garden communities will have a positive impact on air quality due to availability of sustainable transport but that there would be an A120 and A12 air pollution impact of North & East Colchester combined. Air quality issues need to be given far greater consideration and the inconsistencies ironed out. | |
| | <p>Water.</p> <p>We challenge the assertion that there are major constraints on water delivery at North Colchester because Anglia Water's response to Colchester's Issues & Options consultation did not differentiate between locations (see table below). We have been unable to find the references in the Appraisal which refer to constraints at North Colchester GC.</p> | Noted. The SA has re-assessed the options in light of new evidence where it is applicable and relevant to all options. |
| | <p>Solar farm.</p> <p>We do not agree that a 26 hectare solar farm at North Colchester GC (within a total site of between 457ha and 681ha) prevents garden city principles being applied. This is something that could be addressed through masterplanning and exclusion zones (as required at West Colchester for underground and overhead power cables).</p> | Noted. The SA has been amended. |
| | <p>Impact on existing residents / protected zones.</p> <p>At North Colchester GC, protection could be afforded to the Dedham Vale AONB through masterplanning and green buffers, and the areas of importance at West Colchester can be protected in the same way. Too little thought is given to the entire villages (Marks Tey and Little Tey) which will be engulfed at West Colchester and the Appraisal simply states that this impact is not 'positive'. There needs to be greater consideration of the impact on the existing local residents of West Colchester.</p> | Noted. The SA has been amended. |
| | Brownfield. | Noted. |

| Consultee | Comment | SA Response |
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| | <p>The plan states a preference for building on brownfield land as opposed to greenfield. But there is no mention of the brownfield element at North Colchester – the Boxted airfield. The whole CO4 5 postcode is treated as brownfield in the report from BPS Chartered surveyors. It is unclear why the SA favours West Colchester which is treated as greenfield by BPS.</p> | |
| | <p>Conclusion on North Colchester / West Colchester comparison</p> <p>The Sustainability Appraisal concludes that for North Colchester GC that there is limited scope for maximum sustainable benefits associated with adhering to Garden City principles. This is contradicted by much of the report's own evidence and the research prepared by Aecom and Colchester's Part 2.</p> <p>The conclusion for West Colchester GC that the location will 'stimulate required infrastructure delivery' is also flawed and makes the report look like a political attempt to secure funding rather than a genuine sustainability appraisal. A location for a garden settlement should not be chosen to stimulate infrastructure delivery, nor because it is proposed by land owners. The infrastructure requirements to ensure that West Colchester succeeds as a garden community are too high, both in terms of financial viability and practical deliverability. The location does not support the NPPF principle of reducing journeys. Planners are trying to fit a square peg to a round hole at West Colchester GC.</p> | <p>Noted. The SA has re-assessed the options in light of new evidence where it is applicable and relevant to all options.</p> |
| | <p>Assessment of CAUSE Metro Plan in the Sustainability Appraisal relating to North Essex authorities 'Part 1'</p> <p>The Sustainability Appraisal assessment of CAUSE's Metro Plan strategy is disappointing and inadequate. The absence of appropriate testing goes to the heart of soundness.</p> <p>The Appraisal takes a very narrow view of the Metro Plan, failing to acknowledge that this was part of a broader strategy which included not only the 'pearls' but also a garden community development to the East of Colchester focused on the fast employment growth zone of the University. It aims to make the area more self-supporting,</p> | <p>Noted. The SA has been amended. The SA has re-assessed the options in light of new evidence where it is applicable and relevant to all options. The Metro Plan option is also included as a Garden Community Option in Appendix 1 of the Environmental Report.</p> |

| Consultee | Comment | SA Response |
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| | <p>with a new rail 'halt' proposed as an early win.</p> <p>It is extraordinary that the Appraisal has "assessed" the CAUSE option as if it was intended to address the total growth through concentrated development around stations on the Colchester-Clacton/ Walton-on-the-Naze line, rather than as a contribution to growth, which could reduce the scale of development (and associated infrastructure requirements) which is being relied upon to meet growth requirements in less sustainable locations, including West Tey. The Metro Plan was never intended to address Braintree District's housing need and nor does the East of Colchester/West of Tendring garden community included in Tendring and Colchester's Preferred Options do so.</p> <p>The Sustainability Appraisal's conclusion regarding the Metro Plan is unsound and for this reason, we believe the Metro Plan option must be re-assessed.</p> | |
| Mike Lambert | The Sustainability Appraisal in relation to Policy SP9 relies on the Aecom Report but fails to reach a conclusion on each of the options or indeed, to propose any criteria for how the preferred option for growth should be selected. | Noted. Recommendations are included within the SA. |
| | The Sustainability Appraisal Part 1 fails to adequately test and examine the landscape impact of development north of the A120, especially the north east quadrant bounded by A120, Tey Road and the Sudbury-Marks Tey Branch Line. The Sustainability Appraisal gives inadequate weight to the quality and special character of this area, primarily because it has no designated protection under current planning policy. | Noted. The SA has re-assessed the options in light of new evidence where it is applicable and relevant to all options. |
| Andrew Martin Planning on behalf of R F West Ltd, Livelihoods and David G Sherwood | On the west of Colchester/Marks Tey options. Unlike the AECOM report, that carries out a performance review of the site options (volume 3), the SA draws no conclusions on a preferred direction for growth within the broad area identified and as split into four options. | Noted. Recommendations are included within the SA. |

| Consultee | Comment | SA Response |
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| Natural England | Marks Tey Brickpit Site of Special Scientific Interest (SSSI) is in close proximity to these proposals and ... We would expect the Sustainability Appraisal to identify any potential impacts and any mitigation measures which may be required. | The relevant plan policy includes criteria related to the Marks Tey Marks Tey Brickpit SSSI, and the SA assesses that this is an adequate inclusion. |
| | Landscapes – we recommend using the National Character Areas which divide England into 159 natural areas, each defined by a unique combination of landscape, biodiversity, geodiversity and economic and cultural activity. The new NCA profiles provide an integrated, locally specific evidence base that can be used for making decisions about the natural environment. The NCAs highlight the significant opportunities in each area and therefore provide a useful planning tool that can help guide the design of projects so that they are appropriate to the locality and deliver the maximum benefits for the natural environment. Colchester falls within NCA Profile: 86 South Suffolk and North Essex Clayland, NCA Profile:111 Northern Thames Basin, and NCA Profile: 81 Greater Thames Estuary. | Noted. These NCAs have been factored into the appraisal of the Garden Community options. |
| | Natural England is generally supportive of the Sustainability Objectives used in the SA of the Part 1 Local Plan. | Noted. |
| | The assessment of GCWC1 needs to acknowledge the proximity of Marks Tey Brickpit SSSI to the road and dualling proposals around Marks Tey and the potential for significant impacts on the SSSI. | Noted. The dualling implications are not subject to appraisal in the SA as a preferred route has not been identified by the relevant bodies. |
| | Infrastructure and Connectivity - has identified 0 for Sustainability Objective 5, however this has not taken into account the impacts to Marks Tey Brickpit SSSI. | Noted. The dualling implications are not subject to appraisal in the SA as a preferred route has not been identified by the relevant bodies. |
| | Policy SP9 states that, paragraph 6.11.2 Significant and Temporal Effects states that – ‘Despite requirements ensuring the protection and/or enhancement of biodiversity assets within and surrounding the site including the Domsey Brook and Roman River corridors, there will be | The assessment of SP9 has been amended to reflect the new policy wording / criteria. |

| Consultee | Comment | SA Response |
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| | only minor impacts associated with impacts on sites of nature conservation interest; this is due to no specific mention of Marks Tey Brickpit SSSI. Any site option explored in Policy SP6 would have some degree of impact on this designation, as indicated by being in the SSSI's Impact Risk Zone (IRZ) which requires consultation with Natural England.' Natural England disagrees with the assessment of only minor impacts, due to no specific mention of the Marks Tey Brickpit SSSI. The allocation has been located partially within/in very close proximity to the SSSI. This needs to be appropriately assessed. | |
| | Indicators – we would not recommend using SSSI condition as an indicator, a better indicator would be impacts (direct and indirect) on designated sites. | Noted. This has been amended. |
| | From the information provided the strategic locations for growth in Colchester appear to be broadly located in areas which are likely to have the least impact on nationally and internationally designated sites and landscapes. | Noted. |



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June 2017



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Tendring District Council Local Plan Section Two: Draft Publication (Regulation 19)

Sustainability Appraisal (SA): Environmental Report - June 2017







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Glossary of Acronyms

| | |
|-------|--|
| AA | Appropriate Assessment |
| ALC | Agricultural Land Classification |
| AONB | Area of Outstanding Natural Beauty |
| AQMA | Air Quality Management Area |
| BDC | Braintree District Council |
| CA | Conservation Area |
| CAUSE | Campaign Against Urban Sprawl in Essex |
| CBC | Colchester Borough Council |
| CCC | Chelmsford City Council |
| CO2 | Carbon Dioxide |
| DCLG | Department for Communities and Local Government |
| DECC | Department of Energy and Climate Change |
| DEFRA | Department for Environment, Food and Rural Affairs |
| DfT | Department for Transport |
| DPD | Development Plan Document |
| EA | Environment Agency |
| EC | European Commission |
| ECC | Essex County Council |
| EEFM | East of England Forecasting Model |
| HER | Essex Historic Environment Record |
| EU | European Union |
| GC | Garden Community |
| GCP | Garden City Principle |
| GTAA | Gypsy & Traveller Accommodation Assessment |
| Ha | Hectare |
| HE | Historic England |
| HMA | Housing Market Area |
| HRA | Habitats Regulations Assessment |
| I&O | Issues and Options |
| IWMP | Integrated Water Management Plan |
| JNCC | Joint Nature Conservation Committee |
| KS4 | Key Stage 4 |
| LB | Listed Building |
| LCA | Landscape Character Assessment |
| LEP | Local Enterprise Partnership |
| LPA | Local Planning Authority |
| LNP | Local Nature Partnership |



| | |
|---------|--|
| MSA | Minerals Safeguarding Area |
| NE | Natural England |
| NEGC | North Essex Garden Communities |
| NHS | National Health Service |
| NPPF | National Planning Policy Framework |
| NVQ | National Vocational Qualification |
| OAN | Objectively Assessed Need |
| ONS | Office of National Statistics |
| PDL | Previously Developed Land |
| PO | Preferred Options |
| PPG | Planning Practice Guidance |
| PRoW | Public Right of Way |
| SA | Sustainability Appraisal |
| SAC | Special Area of Conservation |
| SEA | Strategic Environmental Assessment |
| SELEP | South East Local Enterprise Partnership |
| SFRA | Strategic Flood Risk Assessment |
| SHLAA | Strategic Housing Land Availability Assessment |
| SHELA | Strategic Housing and Employment Land Availability |
| SLAA | Strategic Land Availability Assessment |
| SHMA | Strategic Housing Market Assessment |
| SM | Scheduled Monument |
| SNPP | Sub National Population Projections |
| SO | Sustainability Objective |
| SPA | Special Protection Area |
| SPD | Supplementary Planning Document |
| SPG | Supplementary Planning Guidance |
| Sqm | Square Metre |
| SSSI | Site of Specific Scientific Interest |
| STW/WRC | Sewage Treatment Works / Water Recycling Centres |
| SuDS | Sustainable Drainage System |
| TCPA | Town and Country Planning Association |
| TDC | Tendring District Council |
| UDC | Uttlesford District Council |
| UK | United Kingdom |
| UPC | Unattributed Population Change |
| WCS | Water Cycle Study |
| WPA | Waste Planning Authority |



1. Introduction

1.1 Background

Tendring District Council commissioned Place Services of Essex County Council to undertake an independent Sustainability Appraisal (SA) on the Tendring Local Plan.

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

1.2 The Local Plan

The Tendring Local Plan (referred to hereafter as the Plan) responds to a national requirement that Local Planning Authorities (LPAs) must set planning policies in a local authority area. Local plans must be positively prepared, justified, effective and consistent with national policy in accordance with section 20 of the Planning and Compulsory Purchase Act 2004 (as amended) and the National Planning Policy Framework.

The local plan will contain:

- The Council's vision, objectives and the spatial strategy for the future development of the district.
- Strategic Policies – policies which provide the overarching framework for planning decisions within the district
- Site Allocations – covering detailed aspects of site delivery
- Development Management Policies – detailed policies against which planning applications will be considered.
- Gypsy and Traveller site allocations policies – specific policies covering the sites needed to deliver the required pitches and include e.g. access, design principles, landscaping.
- Policies Map and Key Diagram - The policies map will show all the policies and proposals and identify areas of protection on an Ordnance Survey base. The key diagram will illustrate the proposals.

In line with the National Planning Policy Framework, the Local Plan should be clear in setting out the strategic priorities for the area and the policies that address these, and which also provide the strategic framework within which any neighbourhood plans may be prepared to shape development at the community level.



2. Sustainability Appraisal / Strategic Environmental Assessment

2.1 The Requirement for Sustainability Appraisal

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

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

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

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

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

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

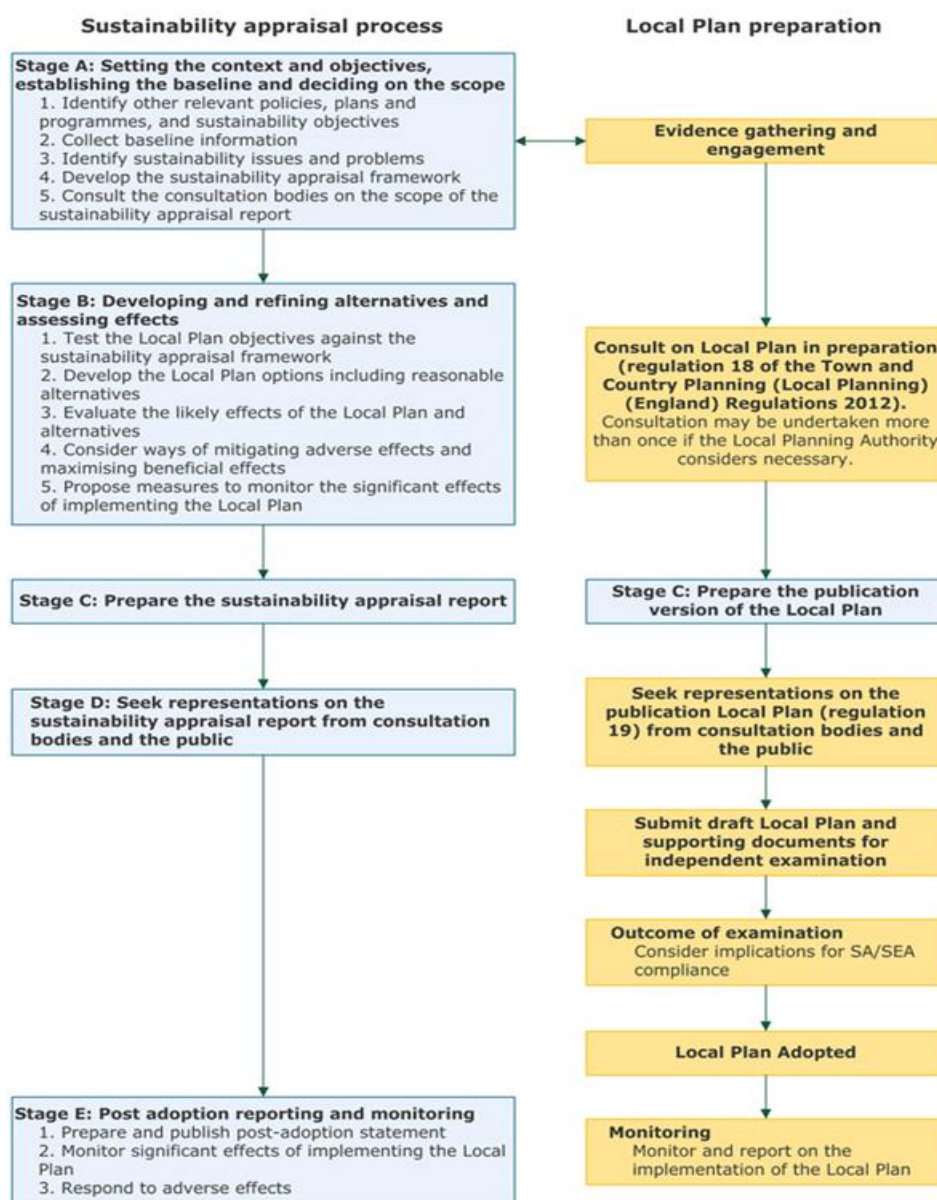
This includes Local Plans. The aim of the SEA is to identify potentially significant environmental effects created as a result of the implementation of the plan or programme on issues such as *'biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors'* as specified in Annex 1(f) of the Directive. SA examines the effects of proposed plans and programmes in a wider context, taking into account economic, social and environmental considerations in order to promote sustainable development. It is mandatory for Local Plans to undergo a Sustainability Appraisal in accordance with the Planning and Compulsory Purchase Act 2004 as amended by the Planning Act 2008, and in accordance with paragraph 165 of the NPPF.

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

2.2 The Sustainability Appraisal Process

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

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



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

Tendring District Council consulted on a SA Scoping Report in 2015, which covered the following requirements:

- The relationship of the plan with other relevant plans and programmes [Annex I(a)].



- The environmental protection objectives established at international, Community or national level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation [Annex I(e)].
- Relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan [Annex I(b)].
- The environmental characteristics of areas likely to be significantly affected [Annex I(c)].
- Any existing environmental problems which are relevant to the plan including in particular those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/ECC and 92/43/EEC [Annex I(d)].

2.3 The Aim and Structure of this Report

This report responds to Stage C in the SA process above; including those requirements of Stage B: assessing strategic options including reasonable alternatives, evaluating the likely effects of the strategic options and alternatives, and considering ways of mitigating adverse effects and maximising beneficial effects.

The production of a Sustainability Appraisal (Environmental) Report is a statutory requirement at this stage, and this SA Report has been produced to accompany the Draft Publication Local Plan consultation for Tendring District Council.

This report is accompanied by a number of Annexes. These respond to:

- Annex A – Plans and Programmes (Joint with Section One SA)
- Annex B – Baseline Information (Joint with Section One SA)

Following the finalisation of this Report, Stage D in the above SA process requires consultation. There are three statutory consultees or ‘environmental authorities’ that are required to be consulted for all Sustainability Appraisal and Strategic Environmental Assessment documents. These are:

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

In addition to these, consultation will seek to engage the wider community in order to encompass comprehensive public engagement. Tendring District Council may additionally wish to invite comments from focussed groups, relevant stakeholders and interested parties. The detailed arrangements for consultation are to be determined by Tendring District Council.

The environmental authorities and public are to be given ‘an early and effective opportunity’ within appropriate timeframes to express their opinion. This includes the specific notification of the consultation documents and timeframes to those persons or bodies on the ‘consultation databases’ of the LPA. This reflects those persons or bodies who have commented on the SA in previous consultation stages.



2.4 Quality Assurance Checklist

The Quality Assurance Checklist shows where in this Environment Report the requirements as set out in the SEA Directive (annex 1) and the Quality Assurance checklist (figure 25) from the Department of Communities and Local Government document: A Practical Guide to the Strategic Environmental Assessment Directive (2006) are covered. It shows that this SA of Tendring's Section Two SA complies with legislation and best practice.

Table 1: Quality Assurance Checklist

| SEA Directive Requirements | Where covered in this SA Environmental Report... |
|---|--|
| General | |
| a) an outline of the contents, main objectives of the plan, and relationship with other relevant plans and programmes; | Section 1 and Annex A. |
| b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan; | Section 4 and Annex B. |
| c) the environmental characteristics of areas likely to be significantly affected; | Section 4 and Annex B. |
| d) any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC; | Section 4 and Annex B. |
| e) the environmental protection objectives, established at international, Community or national level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation; | Section 4 and Annex A. |
| f) the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors (these effects should include secondary, cumulative, synergistic, short, medium and long-term, permanent and temporary, positive and negative impacts); | Sections 5, 6, 7 and Appendices 1 and 2. |

| SEA Directive Requirements | Where covered in this SA Environmental Report... |
|---|---|
| g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan; | Sections 5, 6 and Appendices 1 and 2 (within relevant sub-sections entitled 'Proposed Mitigation Measures / Recommendations') and Section 7. |
| h) an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information; | Sections 5, 6 and Appendices 1 and 2 (within relevant sub-sections entitled 'Alternatives Considered'). Technical difficulties set out in Section 2. |
| i) a description of the measures envisaged concerning monitoring; | Sections 4 and 8. |
| j) a non-technical summary of the information provided under the above headings. | A separate Non-Technical Summary has been provided. |

Objectives and context

| | |
|---|--|
| The plan/strategy's purpose and objectives are made clear. | Sections 1, 3 and Sections 5, 6 and Appendices 1 and 2. |
| Environmental issues and constraints, including international and EC environmental protection objectives, are considered in developing objectives and targets. | Sections 4 and Annex B. |
| SEA objectives, where used, are clearly set out and linked to indicators and targets as appropriate. | Section 4 and Appendices 1 and 2. |
| Links with other related plans, programmes and policies are identified and explained. | Section 4 and Annex A. |
| Conflicts that exist between SEA objectives, between SEA and plan objectives and between SEA objectives and other plan objectives are identified and described. | Sections 5, 6 and Appendix 1 where relevant. |
| Consultation Bodies are consulted in appropriate ways and at appropriate times on the content and scope of the Environmental Report. | Consultation has been undertaken alongside the Plan at the Preferred Options stage and this Draft Publication stage in alignment with the preparation of the Local Plans of the North Essex Authorities. |
| The assessment focuses on significant issues. | Sections 5, 6 and Appendices 1 and 2. |
| Technical, procedural and other difficulties encountered | Sections 5, 6 and Appendices 1 and 2. |

| SEA Directive Requirements | Where covered in this SA Environmental Report... |
|---|--|
| are discussed; assumptions and uncertainties are made explicit. | |
| Reasons are given for eliminating issues from further consideration. | Sections 5, 6 and Appendices 1 and 2. |
| Realistic options are considered for key issues, and the reasons for choosing them are documented. | Sections 5, 6 and Appendices 1 and 2. |
| Alternatives include 'do minimum' and/or 'business as usual' scenarios wherever relevant. | Sections 5, 6 and Appendices 1 and 2. |
| The environmental effects (both adverse and beneficial) of each alternative are identified and compared. | Sections 5, 6 and Appendices 1 and 2. |
| Inconsistencies between the alternatives and other relevant plans, programmes or policies are identified and explained. | Sections 5, 6 and Appendices 1 and 2. |

Baseline information

| | |
|--|------------------------|
| Relevant aspects of the current state of the plan area (including social and economic characteristics) and their likely evolution without the plan are described. | Section 4 and Annex B. |
| Environmental characteristics of areas likely to be significantly affected are described, including areas wider than the physical boundary of the plan area where it is likely to be affected by the plan. | Section 4 and Annex B. |
| Difficulties such as deficiencies in data or methods are explained. | Section 4 and Annex B. |

Prediction and evaluation of likely significant environmental effects

| | |
|---|---------------------------------------|
| Effects identified include wider sustainability issues (employment, housing, transport, community cohesion, education etc.) in addition to the types listed in Annex 1(f) of the SEA Directive (biodiversity, population, human health, fauna, flora, soil, water, air, climate factors, material assets, cultural heritage and landscape). | Sections 5, 6 and Appendices 1 and 2. |
| Both positive and negative effects are considered, and the | Sections 5, 6 and Appendices 1 and 2. |

| SEA Directive Requirements | Where covered in this SA Environmental Report... |
|---|--|
| duration of effects (short, medium or long-term) is addressed. | |
| Likely secondary, cumulative and synergistic effects are identified where practicable. | Sections 5, 6 and Appendices 1 and 2. Sections include assessment of cumulative and synergistic impacts. |
| Inter-relationships between effects are considered where practicable. | Sections 5, 6 and Appendices 1 and 2. Sections include assessment of cumulative and synergistic impacts. |
| The prediction and evaluation of effects makes use of relevant accepted standards, regulations, and thresholds. | Sections 4, 5, 6 and Appendices 1 and 2. |

Mitigation measures

| | |
|--|---|
| Measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the plan are indicated. | Sections 5, 6, 7 and Appendices 1 and 2. |
| Issues to be taken into account in project consents are identified | Sections 5, 6, 7 and Appendices 1 and 2 where relevant. |

The Environmental Report

| | |
|---|--|
| Is clear and concise in its layout and presentation | The SA is clear and concise, with a separate non-technical summary. |
| Uses simple, clear language and avoids or explains technical terms | The SA uses simple, clear language and avoids or explains technical terms, with a separate non-technical summary. |
| Uses maps and other illustrations where appropriate | The SA uses tables and the use of colour coding / symbols to help identify and illustrate impacts. |
| Explains the methodology used | Section 4 and Appendices 1 and 2. |
| Explains who was consulted and what methods of consultation were used | Consultation has been and will be undertaken alongside the Plan at the Preferred Options and Draft Publication stages in alignment with the North Essex Authorities and shared Section One content. The environmental authorities and public are to be given 'an early and effective opportunity' within appropriate time-frames to express their opinion. This includes the specific notification of the consultation documents and timeframes to those |



| SEA Directive Requirements | Where covered in this SA Environmental Report... |
|---|--|
| | persons or bodies on the 'consultation databases' of the three LPAs. This reflects those persons or bodies who have commented on the SA in previous consultation stages. |
| Identifies sources of information, including expert judgement and matters of opinion | Sections 4, 5, 6 and Appendices 1 and 2. |
| Contains a non-technical summary covering the overall approach to the SEA, the objectives of the plan, the main options considered, and any changes to the plan resulting from the SEA. | A separate Non-Technical Summary has been provided. |

Consultation

| | |
|---|---|
| The SEA is consulted on as an integral part of the plan-making process. | Consultation has been and will be undertaken alongside the Plan at the Preferred Options and Draft Publication stages in alignment with the North Essex Authorities and shared Section One content. The environmental authorities and public are to be given 'an early and effective opportunity' within appropriate time-frames to express their opinion. This includes the specific notification of the consultation documents and timeframes to those persons or bodies on the 'consultation databases' of the three LPAs. This reflects those persons or bodies who have commented on the SA in previous consultation stages. |
| Consultation Bodies and the public likely to be affected by, or having an interest in, the plan or programme are consulted in ways and at times which give them an early and effective opportunity within appropriate time frames to express their opinions on the draft plan and Environmental Report. | |

Decision-making and information on the decision

| | |
|---|--|
| The environmental report and the opinions of those consulted are taken into account in finalising and adopting the plan or programme. | Consultation comments have been considered throughout the plan-making and SA processes. These have been factored into the SA for appraisal where relevant. |
| An explanation is given of how they have been taken into account. | Section 2 details responses and actions to individual consultation comments received to date. |
| Reasons are given for choosing the plan as adopted, in the light of other reasonable options considered. | Sections 5 and 6. |

Monitoring measures

| | |
|---|---|
| Measures proposed for monitoring are clear, practicable | Section 8 outlines the approach to monitoring, which will |
|---|---|



| SEA Directive Requirements | Where covered in this SA Environmental Report... |
|--|---|
| and linked to the indicators and objectives used in the SEA. | be undertaken as part of the Council's existing monitoring arrangements. An Adoption Statement will include more detailed monitoring arrangements once the Plan is adopted. |
| Monitoring is used, where appropriate, during implementation of the plan or programme to make good deficiencies in baseline information in the SEA. | Section 8 outlines the approach to monitoring, which will be undertaken as part of the Council's existing monitoring arrangements. An Adoption Statement will include more detailed monitoring arrangements once Plans are adopted. |
| Monitoring enables unforeseen adverse effects to be identified at an early stage. (These effects may include predictions which prove to be incorrect.) | To be addressed in an Adoption Statement once Plans are adopted. |
| Proposals are made for action in response to significant adverse effects. | To be addressed in an Adoption Statement once Plans are adopted. |

2.5 Technical Difficulties Encountered in Undertaking the SA

A number of technical difficulties were encountered in undertaking the SA. These largely surrounded the availability of evidence for a comparable assessment across all preferred and alternative options. In addition, evidence by definition is constantly changing to reflect more up to date conditions and analysis. It is also often updated to better influence the Plan through further exploration of mitigation or mitigation strategies. As such, difficulties were encountered in undertaking the SA regarding the constant evolution of the Plan's evidence base and other baseline conditions. Although this was a difficulty encountered, the methodology of the SA was not required to change.

Another problem encountered was the constant 'moving target' surrounding site submissions, with the Council considering site submissions beyond the call-for-sites process. This led to the assessment of sites being updated numerous times to factor in these new submissions. The SA of sites in Appendix 2 at this stage reflects the definitive list of considered sites through the SA, SHLAA 2014 and SHELAA 2017 processes.



2.6 Consultation Responses – Preferred Options Stage (2016)

The following table shows the consultation responses received at the Preferred Options 2016 on the Sustainability Appraisal. It additionally shows the SA response, and any actions that were forthcoming in the preparation of this SA at the Draft Publication 2017 stage.

Table 2: Consultation Responses

| Consultee | Comment | SA Response |
|-------------------------------------|--|---|
| Mr C D Crane re: Weeley Heath | Weeley Village has apparently been selected for development stating that 'such networks were good'? ... e.g. the small railway station is but a HOLT with one train per hour & stopping at all stations. It is at best simply a local shuttle service between villages with NO SUNDAY service at all, it has been suggested that this station is likely to CLOSE due to very poor patronage? Further, it has minimal & VERY unsecured car parking spaces for maybe 3 to 4 cars. This station does NOT have ticket purchasing facilities at all. The station area is NOT amenable to ANY future 'modernisation or expansion' as spare land is not available at all. | Noted. The proposals for Weeley were re-assessed during the formulation of the Draft Publication SA and are presented for consultation at this stage. |
| | <p>The 'SEA' MUST be replaced with an ACCEPTABLE, REASONABLE & REALISTIC ASSESSMENT for Weeley Village and NOT the Governments horrendous and detrimental suggested assessment figures.</p> <p>The above 'SEA', if applied, will be detrimental to any true 'assessment of local environment, social & economic characteristics and priorities' & all true studies of the area.</p> <ul style="list-style-type: none"> • Likewise with HRA (Habitats Regulation Assessment-also an EU directive) this will also be redundant & irrelevant within the near lifetime of any NEW local plan, or even before one becomes fully adopted? Habitats will be destroyed. • There are also several anomalies contained within the Spatial Portrait (2;1) that are detrimental to the Weeley aspect of the proposed plan, in so much as several alleged "facts" are in fact INCORRECT, Particularly regarding the roads/transport network and railways (economy) within the Weeley area as that area is QUITE different to others nearby. | Noted. The proposals for Weeley were re-assessed during the formulation of the Draft Publication SA and are presented for consultation at this stage. |
| | The TDC local plan proposal STATES that 'SEA' (Strategic | The SEA Directive is transposed into |

| Consultee | Comment | SA Response |
|------------------|---|---|
| | <p>Environmental Assessment) was 'required' by a European Directive? As the UK is NOT going to remain within the EU within the lifetime of the proposed plan or even during within any adoption, then 'SEA' is surely totally redundant & irrelevant?.. TDC must now take into account the seriously flawed & fictitious statistics, as directed by the EU, in order to formulate a NEW plan, thus any such previous assessment will certainly be erroneous & flawed while any such a directive numbers are included.</p> | <p>UK law through the Environmental Assessment of Plans and Programmes Regulations 2004, which apply to a plan or programme related solely to the United Kingdom. Sustainability Appraisal of the proposals in Local Plan is required by section 19 of the Planning and Compulsory Purchase Act 2004 and incorporates the required strategic environmental assessment.</p> |
| Historic England | <p>We remain unable to offer support in principle for garden city development where there has not been a demonstrable consideration of the impact of any such policy on the historic environment. Whilst the local plan sets out that the proposed developments will follow TCPA Garden City Principles, there is no specific consideration for the historic environment within these principles.</p> <p>This is reflected in the North Essex Authorities - Common Strategic Part 1 for Local Plans sustainability Appraisal of June 2016 (not formerly assessed by Historic England). Whilst this document appropriately sets out a sustainable approach for assessing Local Plan policies via SA Objective 9, this does not carry forward to the Sustainability Framework for Assessing Garden Community Options. In objective 2 of this table the element addressing this objective is Reflect a fusion of the best of the past while embracing new materials and the needs of modern living. This is not an adequate commitment to the necessary and legally required protection and enhancement of the historic environment.</p> | <p>Noted. Impacts were re-assessed for the historic environment at the Draft Publication stage. The SA recommends that enhancement is sought for heritage assets and the wider historic environment, to be addressed within Garden Community policies, masterplans and Garden Community specific DPDs. It is considered that these represent the appropriate stages to address such impacts, with more information on specific proposals.</p> |
| | <p>The sustainability appraisal goes on to identify that all of the Strategic policies for the North Essex region are very positive with regard to Objective 2 (which includes protection of the historic environment), including Policy SP7 included within the Tendring Local Plan Preferred Options Consultation Document. Given that the site has not yet been defined we are unable to concur with the opinion that the creation of 7000-9000 homes has "a strong prospect of fully meeting criteria with significant wide benefits" with regard to the historic environment.</p> | <p>Noted. Impacts were re-assessed for the historic environment at the Draft Publication stage. The SA identified that the scale of the Garden Communities ensure the potential to enhance heritage assets and the wider historic environment. This was reflected in the Policy. It should be noted that allocations within the Plan have to be accompanied by a planning</p> |



| Consultee | Comment | SA Response |
|--------------------|---|---|
| | As such, the sustainability appraisal is flawed where it considers the impacts of the Garden Community on the Historic Environment within Tendring District and we are unable to support the policy until further evidence has been provided regarding the landscape and historic character around the proposed site and the impacts of any allocation on the significance of the historic environment. | application. |
| Mrs Jean Routledge | <p>4th paragraph states that:</p> <p>Impacts associated with agricultural land.....are not insurmountable. I would like to see, for the GCE options, a cast-iron guarantee that Grade I Agricultural land will be maintained for agricultural use appropriate to its grading.</p> <p>Also that any negative impacts on residential amenity should be eradicated. I would like to see the negative impact on Crockleford Heath and Mount Pleasant recognised and eradicated.</p> | Noted. |
| Mrs S H Challinor | <p>Public Consultation held without full information being provided to residents so that they can make an informed view. No sustainability appraisal yet provided by Tendring District Council so how can they propose only a few sites and ignore many others when they have not yet carried out full appraisals or viability studies for all the sites which have come forward.</p> <p>Public Consultation should take place once all up-to-date evidence is available, instead Tendring District Council Cabinet have offered only a few selected sites which they will then do sustainability appraisal on once the consultation has been completed. This denies the public the democratic ability to have their say on all available sustainable and viable sites.</p> | The Sustainability Appraisal process has been iterative throughout the process. A Sustainability Appraisal was consulted on at the Preferred Options stage. The consultation period was extended to ensure effective engagement on the SA alongside the Preferred Options Local Plan. |



3. Local Plan Progress to Date

3.1 Issues and Options 2015 Consultation and Interim SA Report 2016

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

An interim Sustainability Appraisal (SA) was produced for iterative purposes and to assist the Council in ensuring that the emerging Local Plan is justified, and has been assessed against reasonable alternatives.

The development of 'issues and options', and their subsequent SA in the Interim SA Report, ensures that the LPA is making every effort to meet housing needs. The Issues and Options Local Plan 2015 looked at broad locations for growth such as a new garden community, extensions to existing towns, and expansion of villages.

In order to fully meet the District's Objectively Assessed Need (OAN), the Issues and Options 2015 Local Plan document set out how a maximum indicative requirement of 10,000 new homes and 5,000 new jobs could be met within the District within the plan period. This indicated:

- 3,500 new homes in Clacton,
- 1,400 in Harwich,
- 1,100 in the Frinton and Walton area;
- 800 in the Manningtree area,
- 2,000 in the new settlement east of Colchester (of which half would count towards Tendring's requirement),
- 300 in Brightlingsea and
- 1,000 across Tendring's rural villages.

This above distribution amounts to a total of 9,100 homes. As a result, there was a need to explore options for up to a maximum of 900 additional homes in the District over the plan period. The Issues and Options Local Plan 2015 identified that this remaining 900 new homes could be delivered through either:

- A Hartley Garden Suburb (a Strategic Mixed Use development): A major development on greenfield land in north-west Clacton; or
- A Weeley Garden Village: A new settlement to be built on greenfield land around the A133 at Weeley; or
- A Tendring Central Garden Village: A new settlement to be built on greenfield land around the A120 at Frating; or
- Higher Urban Densities: House building at a higher density in and around our towns to reduce the amount of Greenfield land needed for development in other locations.

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



3.2 Preferred Options 2016

In light of progress since then regarding Section One of the Local Plan and the need for the exploration of growth options across the Housing Market Areas (HMA), the majority of the Issues and Options 2015, were deemed consequently redundant and in need of reassessment. In addition, a number of additional growth options or scenarios were developed alongside additional options for the distribution of growth in different areas of the District as can be considered reasonable. These were subject to Sustainability Appraisal at the Preferred Options stage and a Preferred Options SA was consulted on.

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

The Preferred Options 2016 Local Plan developed the relevant content of the Issues and Option 2015 Local Plan in line with the progress of Section One of the Local Plan and the exploration of issues and options across North Essex. The Preferred Options Local Plan factored in the most up-to-date evidence in addition to those representations made at the Issues and Options stage to develop further options. It crucially set out a preferred strategy for delivering the District's objectively assessed growth needs over the plan period.

At the Issues and Options Local Plan stage, the quantum of development in different settlements or broad locations was largely indicative and it was highlighted at that stage that any final growth numbers per settlement were still to be decided.

Since that consultation stage and its concurrent call-for-sites process, newly proposed sites were explored and the Council's preferred selection of sites to meet objectively assessed growth needs were identified. In order to assist the Council's selection of sites, a Sustainability Appraisal at that stage also assessed available sites. The appraisal of sites within the SA at the Preferred Options stage were shared with the Council throughout the production of the SA Report in an iterative manner in order to offer timely evidence on the sustainability of the sites explored.

The Tendring District Council Preferred Options Local Plan was, and the Draft Publication Local Plan continues to be, formed of two distinct sections that explore different elements of planning requirements, broadly summarised as strategic issues over North Essex, and to meet the specific requirements of the District itself. These two 'Sections' of the Local Plan are explained in the corresponding sections.

3.3 Tendring District Council Local Plan: Section One

Section One of the Local Plan provides allocations and policies to be included in each of the three Local Plans prepared by Braintree, Colchester and Tendring Councils; representing those authorities within North Essex that have identified a requirement to explore meeting growth needs through strategic, cross-boundary solutions.

Section One provides a strategic approach to the requirement for the authorities to meet the objectively assessed need for development land. It includes policies on sustainable development; overall housing and employment needs; infrastructure; place shaping; the spatial strategy; and Garden Communities.

Garden Communities are being explored as a way of meeting need which, by being locally driven, will ensure that infrastructure, facilities and services will be put in place when they are needed and that the local authority can control how quickly land is released for housing, employment, retail and other uses. If approved, work on the potential Garden Communities in these areas will continue to be progressed, both through the draft Local Plan and through additional



masterplans and DPDs which will be developed jointly by the relevant authorities.

3.4 Tendring District Council Local Plan: Section Two

Section Two of the Local Plan provides the specific policies and allocations for Tendring District. It contains allocations for important housing and employment needs within the context of the specific needs for the District, alongside the allocation of non-strategic sites.

3.5 The SA of the Tendring District Council Local Plan Sections One and Two

In response to meeting the requirements of the SEA Regulations, two SAs have been produced for consultation; responding to Sections One and Two respectively. This reflects the different geographical scope of Section One and Section Two, which have different sustainability issues; Section One being a joint approach covering the additional authorities of Braintree District and Colchester Borough.

This SA Environmental Report responds to Section Two of the Tendring District Local Plan. A separate SA Environmental Report also produced by Place Services covers the strategic content of the Local Plans of the contributing North Essex authorities (Braintree District and Colchester Borough), and is also available for consultation alongside this SA and the Tendring District Local Plan.



4. Sustainability Context, Baseline and Objectives

4.1 Introduction

The following section outlines the key findings of the SA Scoping Report which includes an outline of the plans and programmes and the baseline information profile for the area

4.2 Plans and Programmes (Stage A1)

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

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

Table 3: Key Documents (Sections One and Two)

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



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



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| The Housing White Paper (February 2017) |
| The Future of Transport White Paper 2004 |
| Housing Act (2004) |
| Building a Greener Future: Policy Statement (July 2007) |
| Community Infrastructure Levy Guidance (April 2013) |
| Underground, Under Threat - Groundwater protection: policy and practice (GP3) |
| Model Procedures for the Management of Land Contamination – Contaminated Land Report 11 (September 2004) |
| Natural Environment and Rural Communities Act 2006 |
| Countryside and Rights of Way Act 2000 |
| Planning and Compulsory Purchase Act 2004 |
| The Education (School Information) (England) (Amendments) Regulations, 2002 |
| Childcare Act, 2006 |
| Flood & Water Management Act 2009 |
| The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007) |
| Safeguarding Our Soils: A Strategy for England (2009) |
| Natural Environment White Paper: The Natural Choice: Securing the Value of Nature (2011) |
| The National Adaptation Programme – Making the Country Resilient to a Changing Climate (2013) |
| Planning Policy for Traveller Sites (2012) |
| National Planning Policy for Waste (2014) |
| Adapting to Climate Change: Ensuring Progress in Key Sectors (2013) |
| DECC National Energy Policy Statement EN1 (2011) |
| DCLG: An Introduction to Neighbourhood Planning (2012) |
| JNCC/Defra UK Post-2010 Biodiversity Framework (2012) |



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| Mainstreaming Sustainable Development (2011) |
| UK Marine Policy Statement, HM Government (2011) |
| Electricity Market Reform White Paper 2011 |
| DfT (2013) Door to Door: A strategy for improving sustainable transport integration |
| DCLG (2011) Laying the Foundations: A Housing Strategy for England |
| DEFRA (2011) Securing the Future: Delivering UK Sustainable Development Strategy |
| DECC (2011) UK Renewable Energy Roadmap (updates setting out progress and changes to the strategy dated 2013 and 2013) |
| Community Energy Strategy (DECC, 2014) |
| The National Flood and Coastal Erosion Risk Management Strategy for England (Environment Agency, 2011) |
| Waste prevention programme for England: Prevention is better than cure – The role of waste prevention in moving to a more resource efficient economy (HM Government, 2013) |
| Future Water: The Government's Water Strategy for England (DEFRA, 2008) |
| Water for People and the Environment: Water Resources Strategy for England and Wales (Environment Agency, 2009) |
| Safeguarding our Soils: A Strategy for England (DEFRA, 2009) |
| Sub-national Plans and Programmes |
| Essex Gypsy and Traveller and Travelling Showpeople Accommodation Assessment – on behalf of EPOA (July 2014) |
| Looking Back, Moving Forward – Assessing the Housing Needs of Gypsies and Travellers in Essex (2006) |
| Greater Essex Demographic Forecasts Phase 7 (2015) |
| Essex Transport Strategy: the Local Transport Plan for Essex (2011) |
| 2011 Essex Biodiversity Action Plan |
| Commissioning School Places in Essex 2015-2020 |
| Essex County Council Joint Municipal Waste Management Strategy 2007-2032 |



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| Anglian River Basin Management Plan (2015) |
| Essex Wildlife Trust Living Landscape plans |
| Essex Wildlife Trust Living Landscape Statements |
| Respecting our Past, Embracing our Future: A Strategy for Rural Essex (2016) |
| ECC Parking Standards: Design and Good Practice (September 2009) |
| The Essex Local Area Agreement – ‘Health and Opportunity for the People of Essex’ 2008 – 2011 (2010 Refresh) |
| ECC Development Management Policies (February 2011) |
| The Essex Strategy 2008 – 2018 |
| Sustainable Drainage Systems Design and Adoption Guide 2012 |
| Essex Minerals Local Plan (2014) |
| Essex Replacement Waste Local Plan (submitted June 2016) |
| Haven Gateway: Programme of Development: A framework for Growth, 2008 – 2017 (2007) |
| Haven Gateway: Integrated Development Plan (2008) |
| South East LEP Investment and Funding (March/April 2014) |
| Anglian Water Business Plan (2015-2020) (2012) |
| Draft Water Resource Management Plan (2014-2039) (2014) |
| Combined Essex Catchment Abstraction Management Plan (2013) |
| Haven Gateway Water Cycle Study: Stage 1 and 2 Reports (2008) |
| South East LEP Growth Deal and Strategic Economic Plan (2004) |
| ECC Developer’s Guide to Infrastructure Contributions (Revised Edition 2016) |
| Vision for Essex 2013-2017: Where Innovation Brings Prosperity (2013) |
| Corporate Outcomes Framework 2014-2018 Essex County Council (2014) |
| Colchester Draft Surface Water Management Plan (2014) |



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| A12/A120 Route Based Strategy (2013) |
| Highway Authority's Development Management Policies (2011) |
| Economic Plan for Essex (2014) |
| Essex Design Guide (2005) |
| North Essex Catchment Flood Management Plan (2009) |
| Essex and South Suffolk Shoreline Management Plan (second phase) (2011) |
| Dedham Vale AONB and Stour Valley Management Plan 2010 – 2015 |
| Local Plans and Programmes |
| Braintree District Council, Chelmsford City Council, Colchester Borough Council, Tendring District Council, Objectively Assessed Housing Need Study - Peter Brett Associates (July 2015 and updated 2016) |
| North Essex Concept Feasibility Study (AECOM) - July 2016 |
| Colchester Metro Town Evaluation of Alternatives (AECOM) – April 2017 |
| Monks Wood, Braintree Evaluation of Alternatives (AECOM) – April 2017 |
| HRA Report for North Essex Authorities Strategic Section 1 for Local Plans (LUC) (including Appropriate Assessment) – May 2017 |
| Braintree Local Plan Preferred Option Assessment Highways/Transport Planning -March 2017 |
| Colchester Borough Council, Braintree District Council, Tendring District Council and Essex County Council North Essex Garden Communities Employment & Demographic Studies – February 2017 |
| North Essex Garden Communities Movement and Access Study – March 2017 |
| Colchester Infrastructure Delivery Plan Report - March 2017 |
| Retail and Town Centre Uses Study Colchester Borough Council: Retail Update 2013 (2013) |
| Landscape Character Assessment (Chris Blandford Associates, September 2006) |
| Habitat Regulations Assessment Survey and Monitoring Programme, Final Report, Colchester Borough Council (December 2013) |



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| Colchester Coastal Protection Belt Review (Chris Blandford's Associates 2016) |
| CBC Strategic Housing Market Assessment (SHMA) (2014) |
| Creative Colchester Strategy & Action Plan (2012) |
| Safer Colchester Partnership: Strategic Assessment of Crime and Annual Partnership Plan 2012-2013 (2012) |
| CBC Townscape Character Assessment (2006) |
| CBC Scott Wilson Strategic Flood Risk Assessment (2008) |
| CBC Affordable Housing SPD (2011) |
| CBC Communities Facilities SPD (updated 2013) |
| CBC Better Town Centre SPD (2012) |
| CBC Sustainable Design and Construction SPD (2011) |
| Colchester Borough Council Housing Strategy (2012) |
| CBC Local Air Quality Management Progress Report (2013) |
| 2016 Air Quality Annual Status Report (ASR) - July 2016 |
| Colchester Environmental Strategy 2014-2019 draft (2014) |
| Colchester Borough Council's Comprehensive Climate Risk Assessment (2010) |
| Colchester Borough Council Landscape Strategy (2013) |
| Colchester Cycling Strategy SPD (2012) |
| CBC Core Strategy (2008) |
| CBC Development Policies DPD (2010) |
| CBC Site Allocations Policies DPD (2010) |
| Colchester Borough Green Infrastructure Strategy (2011) |
| Tendring economic development strategy (2013) |
| Tendring Strategic Housing Market Assessment (2013) |



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| Braintree District Core Strategy (2011) |
| Babergh Adopted Core Strategy and Adopted Policies (2011 – 2031) Local Plan Document (2014) |
| Sustainable Development, Tendring District Council Local Plan Proposed Submission Draft Written Statement 2012 (as amended by the 2014 Focused Changes) |
| TDC Strategic Flood Risk Assessment (SFRA) (2009) |
| Tendring Open Space Strategy (October 2009) |
| Landscape Character Assessment, Vol. 1 & Vol. 2, Land Use Consultants on behalf of Tendring District Council, November 2001 |
| Affordable Housing Viability Study, Tribal Consulting Ltd, October 2010, Viability Testing, Peter Brett, August 2013, reports prepared on behalf of Tendring District Council |
| Clacton Town Centre Vision, Intend, 2009 |
| Celebrate-on-Sea – ‘Putting the fun back into Clacton’ (2010) |
| Infrastructure Study, Part 2 (January 2010) |
| Tendring District Historic Characterisation Project, Essex County Council, 2008 |
| Tendring Geodiversity Characterisation Report, Essex County Council, 2009 |
| Climatic Change Strategy 2010-2016, Tendring District Council |
| Tendring Economic Strategy (October 2013) |
| Retail Study Update (September 2010) |
| Chelmsford City Council – Emerging Local Plan and associated evidence base documents |
| Uttlesford District Council – Emerging Local Plan and associated evidence base documents |

4.3 Baseline Information (Stage A2)

Annex B details the complete Baseline Information profile for the strategic area relevant to the content of the Local Plan.

The following section outlines a summary of the key baseline information and therefore the current state of the environment for the District.



4.3.1 Economy

- Compared to sub-national and national figures, Tendring district has experienced a low start up rate and a lower de-registration rate of businesses indicating a slightly less robust local economy.
- Further to this, Tendring District is predominantly rural in nature; however the majority of businesses are located in an urban location. This difference is in line with county and national business compositions which recorded highest proportions within urban areas. There is a wider need to provide more employment opportunities in rural locations.
- A total of 68.6% of the working population in Tendring District are in employment which is lower than sub-national and national employment levels. The proportion of Tendring District's working population who are economically active but unemployed is 5.4% which is above sub-national and national unemployment figures.
- Despite this, unemployment is in decline in Tendring. In Tendring unemployment has decreased by 4.8% since April 2012-March 2013.
- As of 2013, 60.1% of jobs within Tendring were classed as full-time, lower than the trends in working patterns found in Essex. Tendring also has a lower percentage of full-time jobs than Great Britain as a whole.
- The majority of jobs within Tendring and across all areas are major group 1-3 (managers, directors and senior officials; professional occupations; and associate professional and technical occupations). For Tendring this accounts for 32.2% of all employee jobs. Despite this, the proportion of people in these employment groups is lower than the regional and national figures. The other industry in the district which provides a higher proportion of employee jobs compared to the sub-national and national equivalent is major group 6-7 (caring, leisure and other service occupations; and sales and customer service occupations), consisting of services industries and sales and accounting for 28.4% of employees in Tendring.
- Tendring District includes Harwich International Port which has developed into a highly efficient, multi-purpose freight and passenger port handling bulk and container ships as well as roll-on, roll-off ferries and cruise ships. Harwich is one of the major UK ports for ferry and cruise tourism. Harwich is also one of the leading UK freight ports for bulk and container ships.
- The sector employing the most people in Tendring, according to an Economic Development Strategy (2013), was Health which accounted for approximately 17% of jobs, followed by Retail and Education. The Cultural, Visitor and Tourism sector encompasses a range of activities which play an important role in the District's economy. This sector is worth more than £353 million per annum to the economy and is estimated to provide 7,900 jobs across Tendring District. The majority of jobs and businesses in this sector are located in and around Clacton.
- Model based unemployment figures for Tendring District during the period January 2015 – December 2015 show that the unemployment rate was 5.3% which is higher than that for the East of England.
- The town centre of Colchester serves as a centre not only for the Borough but for a much wider area of North East Essex, with residents of Braintree, Maldon and Tendring districts travelling into the town to work, shop and use its community facilities.



4.3.2 Housing

- In 2014/15, 3.8% of the net dwelling completions, which accounts for 10 dwellings, were affordable within Tendring, as opposed to 73.9% in Braintree and 40.0% in Colchester. This data indicates that affordable housing is an issue, particularly in Tendring and to a lesser extent, in Colchester.
- In 2014/15, 3.8% of the net dwelling completions, which accounts for 10 dwellings, were affordable within Tendring. This data indicates that affordable housing is an issue.
- The composition of dwelling stock for Tendring is similar to that of Essex and England with the majority of dwellings being in the private sector. However, Tendring District reported the highest proportion of stock within the private sector at 91.3% as well as a smaller proportion of Local Authority owned dwellings compared with Essex and England at 4.7%. This is a higher difference between those figures than in Essex and England. In contrast there were proportionately fewer dwellings owned by Private Registered Providers in Tendring than any other area.
- The average dwelling price within Tendring District is £168,829. This is significantly lower than the county and national averages. The average dwelling prices for Essex is similar to the national average, but Tendring District is much lower. Braintree has a higher average dwelling price than Tendring and Colchester at £215,851.
- Meeting the housing needs in the District is an important issue. The updated SHMA indicates that the majority of market housing and affordable housing should be 2 and 3 bedroom properties. This trend is replicated when assessing all housing, with 70.3% of housing need is 2 and 3 bedroom dwellings.
- Tendring has seen no increase in Gypsy and Traveller provisions since January 2014.

4.3.3 Biodiversity

- Ramsar sites are wetlands of international importance designated under the Ramsar Convention which have a high degree of protection. They often incorporate Special Protection Areas (SPAs) and Special Areas for Conservation (SACs). In the Plan Area there are a number of Ramsar sites which include Hamford Water and parts of the Colne and Blackwater estuaries which include coastal areas, estuaries, rivers and lakes/reservoirs. These Ramsar sites are also SPAs.
- SACs are sites of international importance designated under the EC Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora (the Habitats Directive). There is 1 SAC in the area: a large coastal area known as Essex Estuaries stretching from Shoeburyness to Jaywick Sands.
- All 15 SSSIs in Tendring and all 8 sites in Colchester are meeting the target of at least 95% of the SSSI area being brought into favourable condition. 3 of the 4 SSSIs in Braintree are meeting the target, but Bovingdon Hall Woods is at 93.30% favourable or unfavourable recovering. Colne Estuary in Tendring and Colchester, Stour Estuary in Tendring are the only SSSIs and not meeting the PSA target for 100% of their area, however the area not in a favourable or favourable recovering condition is small.

4.3.4 Landscapes

- Within the area's landscape there are many areas of special interest which have been designated and protected from inappropriate development. The main areas of importance are Landscape Character Areas (LCAs), an Area of Outstanding Natural Beauty (AONB), Protected Lanes and Special Verges.



- The Essex Landscape Character Assessment (Chris Blandford Associates, 2003) is based on the Countryside Agency's guidance, and establishes a 'baseline' of the existing character of the Essex landscape. The assessment involved a broad review of the landscape identifying 'Landscape Character Areas' within Essex. They are areas with a recognisable pattern of landscape characteristics, both physical and experiential, that combine to create a distinct sense of place.
- In the north west of Tendring District is the Dedham Vale Area of Outstanding Natural Beauty (AONB) covering an area of 90 sq. km, designated for conservation due to its significant landscape value. Made famous by the paintings of Constable and Gainsborough, its traditional grasslands, wildflower meadows and hedgerows provide an opportunity for both residents and visitors to enjoy the peace and beauty of what are among some of England's most precious and vulnerable landscapes.
- Tendring has a significant concentration of grade 1 and 2 agricultural land to the north west of the District on the border with Colchester Borough. The majority of the central part of the District is grade 3 land, with small areas of grade 2 running from south west to north east through the centre of Tendring. Coastal areas have lower quality land, with grade 4 land to the south around Colne Point and Holland-on-Sea and grade 4 and 5 land around Harwich and Dovercourt

4.3.5 Population and Social (including Health and Education and Skills)

- The area's population has been projected to increase (ONS, 2014) to 2021. Some of the highest increases in populations county-wide are forecast to be in Tendring District.
- The population in Tendring is predicted to increase over Local Plan period, with high growth rates. Tendring has a high population of people aged over 65. This age group is also predicted to increase over Local Plan period.
- Pupil numbers across Clacton secondary schools are predicted to decline over the next 3 years. However, the level of demand for Year 7 places is forecast to increase significantly from 2018/19 onwards once pupils from new housing are included within forecasts, and this situation will be closely monitored. Pupil numbers across the other secondary schools / academies in the district are forecast to remain relatively stable over the course of the next 5 years. The impact of new housing in the locality of these schools will be closely monitored to ensure that there are sufficient school places available to meet any increase in demand.
- Tendring on average has lower proportions of students achieving KS4 results across all measures when compared with Braintree and Colchester. This trend extends to adult qualifications.
- Tendring has the highest level of deprivation for a local authority within Greater Essex. Of the 326 local authorities within England, Tendring ranks within the top 25% for extent and the top 16% for the remaining three measures –local concentration, average score and average rank.
- Life expectancy of residents within Tendring District is lower than the regional and national averages with men living for an average of 78.7 years and women on average living 82.0 years.
- Tendring has a higher proportion of claimants of incapacity benefit or severe disability allowance than the region and the nation. The majority of claimants are aged 50+.
- Participation in sport has seen a reduction in Tendring from the previous year. In addition, obesity in Tendring is more prevalent than the region and the nation.
- At the time of writing there were 47 academy schools in Tendring District, 40 primary schools and 7 secondary schools. There were also 2 adult education centres. Primary school numbers, as forecast in



the Commissioning Schools for Essex document, are set to rise in the five year period 2013-2018 to 9,928, due to rising births and new housing, requiring plans to be developed with local schools to increase the provision in the District.

- Overall pupil numbers in secondary schools in Clacton are predicted to decline in the period 2013/18 to 8,000. However, demand for year 7 places in Clacton is forecast to increase from 2017/2018 onwards to 8,395 once pupils from anticipated new housing are included in the forecast.
- Tendring has the highest level of deprivation for a local authority within Greater Essex. It is estimated that almost a fifth of people in the District live in seriously deprived neighbourhoods.

4.3.6 Air Quality and Noise

- There are no AMQAs within Tendring District.
- The Tendring District Council Air Quality Progress Report shows that Tendring District is currently meeting the air quality objectives. The automatic data does show there is a risk of exceeding the nitrogen dioxide objective at the Clacton Town Hall site; however this site experienced low data capture due to networking problems.

4.3.7 Climatic Factors

- Tendring District consumes more energy from non-renewable sources as a percentage of their consumption compared to the East of England as a whole. More than three quarters of Tendring's 2,532.2GWh energy consumption is from petroleum products and natural gas.
- Registering 38.27% of their consumption deriving from petroleum, Tendring is lower than the percentage for the East of England. In contrast only 20.6GWh of energy consumed is from renewable bioenergy and waste sources, equating to just 0.81% of energy consumption in Tendring. This is comparatively low when measured against the 1.01% achieved across the East of England region.
- Tendring has one of the lowest reductions in CO2 emissions relative to the 2005 data of all the Districts in Essex at just 11.5%. This is 6.1% below the average reduction per capita for Essex. Braintree and Colchester are higher than the Essex average at 18.7% and 18.6% respectively.

4.3.8 Transport

- The Great Eastern Main Line provides rail services between London Liverpool Street and the East of England, including Witham, Chelmsford, Colchester and Clacton-on-Sea. It also carries freight traffic to and from Harwich International Port, which handles container ships and freight transport to and from the rest of the UK. Harwich is also one of the major UK ports for ferry and cruise departures.
- Crossrail is expected to start operating in the first part of this plan period with services commencing just south of Chelmsford in Shenfield. The opportunities that Crossrail will bring in terms of additional capacity and quicker journeys to a wider choice of destinations will be a contributor to the continued attractiveness of north Essex as a place to live and to do business.
- Transportation provision in Tendring District includes 14 railway stations with connections to Colchester, Chelmsford, Ipswich, Norwich, Stratford and London. The average journey time between Clacton-on-Sea and London Liverpool Street is 1 hour 26 minutes.



- Within Tendring, there are numerous bus routes throughout the District including frequent inter-urban routes linking villages to the larger urban areas of the district and the large town of Colchester in the adjoining borough. The dispersed geography of the District means that there is a reliance on the use of private cars.
- The area is largely rural, whilst also being the site of a key international gateway at Harwich.
- There are network efficiency issues on a number of strategic inter-urban routes which are operating at or near to capacity. In addition, the capacity of the A12 is further constrained by the operation of the junctions and sub-standard slip roads. The A12, managed by Highways England, has recognised issues with poor reliability and delays, and the Roads Investment Strategy (2015 – 2020) seeks to implement major improvements to address these issues.
- Proportionately more households own 1 car or van within Tendring District at 45.3%, which is slightly higher than national and regional statistics.
- Tendring is above the regional and national averages for households owning 1 or more cars. Despite this, a lower proportion of people use a private car or van to travel to work.
- The District registered significant proportions of residents travelling outside to other local authority areas to find employment.

4.3.9 Water

- The north of the area has relatively high contamination vulnerability because of the porosity of the underlying chalk.
- Water management is challenging given the combination of high development growth and it being one of the driest counties in England. Annual rainfall in the area is only 65% of the average in England and Wales. In respect of water quantity a significant portion of the resource is considered to be 'water stressed'; the resource availability status of rivers and aquifers show that they are generally over abstracted; and not self-sufficient in relation to local sources of water supply and needs to import substantial quantities of water to satisfy existing demand.
- The latest Tendring Water Cycle Study identified issues with a number of smaller wards within the District. These are:
 - Jaywick – Wastewater Treatment and Wastewater Infrastructure
 - Frinton-on-Sea and Walton-on-the-Naze – Wastewater Infrastructure
 - Brightlingsea – Wastewater Infrastructure
 - Lawford, Manningtree and Mistley – Wastewater Infrastructure
 - Thorpe le Soken – Wastewater Infrastructure
 - St Osyth – Wastewater Infrastructure
- The key activities required to resolve the "red" time periods above are:
 - Wastewater - Detailed review of development and discharges to establish the required increase in the consented DWF for Jaywick STW, and apply if necessary.
 - Extension and upgrade/capacity increase of current sewer network.



4.3.10 Flooding

- The National Planning Policy Framework seeks to avoid inappropriate development in areas at risk of flooding, but where development is necessary, to ensure that it is safe and does not increase flood risk elsewhere.
- Surface water flood risk is relatively high with all main settlements assessed being ranked in the top 1,000 settlements most susceptible to surface water flooding.
- Significant levels of flood risk have been identified along the Essex coast and inland along river stretches.

4.3.11 Cultural Heritage and Townscape

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

4.3.12 Minerals and Waste

- The plan area has extensive deposits of sand and gravel. The sand and gravel resources in Essex are significant in national, sub-national and local terms - Essex is one of the largest producers in the UK; most geographically extensive and significantly mixed within the centre and north of Essex – namely the districts of Uttlesford, Braintree, Chelmsford, Colchester and Tendring.
- The Replacement Waste Local Plan (submitted June 2016), as published by Essex County Council and Southend-on-Sea as the combined Waste Planning Authority, allocates 4 sites within Tendring. These are:
 - Tendring
 - Morses Lane, Brightlingsea
 - Sloughs Farm, Ardleigh
 - Sunnymead, Elmstead & Heath Farms



- Wivenhoe Quarry Plant area
- There are two sites within Tendring identified as preferred or reserved for primary mineral extraction of sand and gravel. These are Site Nos A20 – Sunnymead, Alresford and B1 – Slough Farm, Ardleigh.
- The majority of the sand and gravel produced in Essex (about 78%) is used within the County itself. This position looks unlikely to change over the long-term. Consequently the main factor influencing production of sand and gravel in the future will be the need to meet the minerals demand for the whole of Essex created by major development and new infrastructure projects within Essex itself.
- The silica sand resources in Essex are processed for industrial purposes at Ardleigh from a mixed resource, north-east of Colchester. Industrial uses include glassmaking, foundry casting, ceramics, chemicals and water filtration.

4.3.13 Trans-national Implications

The Scoping Report, undertaken by Tendring District Council in 2015, explored the state of the environment within Tendring; however consideration has since been given to the possibility of trans-national impacts resulting from the scale of growth and those broad locations identified for development within Section One.

In view of this, no trans-national effects were deemed likely as a result of the Section One content singularly or in combination with the relevant Section Twos of the three Local Plans or any other plans and programmes. This is as result of the Section One Habitats Regulation Assessment Screening Assessment and associated Appropriate Assessment (AA) (2017) which explores the environmental impacts of the Section One on international and national designations for nature conservation. The AA identifies that although impacts arise as a result of the level of growth in Section One due to recreation, effective mitigation is possible.

4.3.14 Data Limitations

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

It should be noted that while the baseline will be continually updated throughout the SA process, the information outlined within this report represents a snapshot of the information available at the beginning of May 2017.



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

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

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

The following table outlines the key sustainability issues and considerations for the Plan Area.

Table 4: Key Sustainability Issues and Problems and the state of the environment in the absence of the Local Plan Section Two

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in the absence of the Local Plan Section Two | Sustainability Objective (SO) |
|-------------------------------------|---|--|--|
| Social integration | Some of the highest increases in populations county-wide are forecast to be in Tendring District and there is a need to integrate new communities with existing ones. | Social integration is an important issue to ensure through Local Planning policies and sensitive and appropriate housing allocations within the District. A plan-led system is able to ensure proportionate growth is allocated to the most sustainable areas, or with a focus on regeneration, rather than being led by market forces alone as can be expected in the absence of a Local Plan | 1.To provide decent and affordable homes for all |
| Quality of life | Tendring has the highest level of deprivation for a local authority within Greater Essex. | | |
| Population growth | The area’s population has been projected to increase (ONS, 2014) to 2021. Some of the highest increases in populations county-wide are forecast to be in Tendring District. | As indicated by need, market forces alone cannot be expected to deliver all types of housing need in the District. The exploration of relevant policy, Spatial Strategy and strategic housing options across the District enables growth that reflects need and ensures the delivery of such housing. | |
| The need for specific housing types | There is an identified need for more starter homes and housing for older people. | | |
| Affordable | In 2014/15, 3.8% of the net | | |



| Local Plans and Programmes | Description / Supporting Evidence | State of environment in the absence of the Local Plan Section Two | Sustainability Objective (SO) |
|------------------------------------|---|--|---|
| housing | dwelling completions, which accounts for 10 dwellings, were affordable within Tendring; this data indicates that affordable housing is an issue. | | |
| Ageing population | Tendring has a high population of people aged over 65. This age group is also predicted to increase over the Local Plan period. | | |
| Gypsy and Traveller requirements | Tendring has seen no increase in Gypsy and Traveller provisions since January 2014. | | |
| Agricultural land and soil quality | There are significant areas of Grade 1 agricultural land within Tendring. | A strategic approach to growth in the District has the ability to protect such areas through exploring options outside Grade 1 agricultural land. Without such plan-led approach, Tendring District Council could see planning applications come forward on such land and be under pressure to permit such development proposals in order to meet OAN requirements and demonstrate a 5 year housing land supply. | 2.To ensure that development is located sustainably and makes efficient use of land |
| Preserving mineral deposits | The area has extensive deposits of sand and gravel. The sand and gravel resources in Essex are significant in national, sub-national and local terms - Essex is one of the largest producers in the UK; most geographically extensive and significantly mixed | The consideration of land within Minerals Safeguarding Areas (MSAs) is best done at the plan level. Without a plan-led approach regarding the allocation of land to meet development needs, development proposals are likely to come forward without such regard. | |



| Local Plans and Programmes | Description / Supporting Evidence | State of environment in the absence of the Local Plan Section Two | Sustainability Objective (SO) |
|----------------------------|---|---|---|
| | within the centre and north of Essex – namely the districts of Uttlesford, Braintree, Chelmsford, Colchester and Tendring. | | |
| Rural transport | The Plan Area is largely rural in nature and rural public transport services and interconnectivity is poor. | A plan-led approach to allocating sites for development enables rural transport issues to be taken fully into account and improved where possible through enhancements to such infrastructure. In the absence of the plan, it is possible that isolated and individual proposals would come forward in rural areas with no scope for such improvements and policy considerations. | |
| Jobs | A total of 68.6% of the working population in Tendring District are in employment which is lower than sub-national and national employment levels. The proportion of Tendring District's working population who are economically active but unemployed is 5.4% which is above sub-national and national unemployment figures. | The link between homes and jobs is a key tenet of sustainability, as is ensuring progressive growth in employment opportunities across a range of sectors and in sustainable locations. This is best addressed at the plan level, and cannot be ensured through a reliance on suitable proposals coming forward. Without a plan-led approach it can be expected that out commuting will continue and the location of new housing and employment opportunities would remain disparate. | 3.Harness the District's economic strengths |
| Rural employment | Tendring District is predominantly rural in nature; however the majority of businesses are located in an urban location. | | |
| Commuting patterns | The District registers significant proportions of residents travelling outside | | |



| Local Plans and Programmes | Description / Supporting Evidence | State of environment in the absence of the Local Plan Section Two | Sustainability Objective (SO) |
|----------------------------------|--|--|--|
| | to other local authority areas to find employment. | | |
| Employment sectors | Significant elements of the District's employment are in the tourism and agricultural sectors. | | |
| Car ownership | Tendring is above the regional and national averages for households owning 1 or more cars. | Car ownership can be expected to increase without the development of solutions that deliver truly sustainable options at a strategic level and that ensure a range of employment opportunities and services are accessible by sustainable means. | 4.Minimise transport growth whilst capturing the economic benefits of international gateways |
| Congestion Air quality | Congestion is common on specific sections of the Council-managed network. | | |
| Congestion and interconnectivity | There are network efficiency issues on a number of strategic inter-urban routes which are operating at or near to capacity. The Government-managed A12 has recognised issues with poor reliability and delays. | | |
| Rural transport | The Plan Area is largely rural in nature and rural public transport services and interconnectivity is poor. | | |
| Social integration | Some of the highest increases in populations county-wide are forecast to be in Tendring District and there is a need to integrate new communities with existing ones. | The absence of a strategic approach within the District is likely to lead to the allocation of development that can be considered comparatively more piecemeal and not directed in order to stimulate wider infrastructure benefits, and ancillary development requirements, that can be of wider benefit to new and existing communities. | 5.To build stronger more resilient sustainable communities with better education and social outcomes |
| Quality of life | Tendring has the highest level of deprivation for a | | |



| Local Plans and Programmes | Description / Supporting Evidence | State of environment in the absence of the Local Plan Section Two | Sustainability Objective (SO) |
|--|--|--|--|
| | local authority within Greater Essex. | | |
| Healthcare services | Health services in the Plan Area are either underprovided or otherwise oversubscribed. Life expectancy of residents within Tendring District is lower than the regional and national averages with men living for an average of 78.7 years and women on average living 82.0 years. | In exploring options for strategic level growth, the opportunity to integrate adequate health service and recreation provision into developments, or can otherwise ensure that accessibility to healthcare facilities is improved. In the absence of this approach, it is likely that current trends will continue and negative implications be exacerbated. | |
| Participation in sport and obesity | Participation in sport has seen a reduction in Tendring. In addition, obesity in Tendring is more prevalent than the region and the nation. | | |
| Educational achievement | Tendring on average has low proportions of students achieving KS4 results across all measures. This trend extends to adult qualifications. | The consideration of school capacities is best addressed through a plan-led approach that explores the cumulative impacts of sites within school catchments. In the absence of a Local Plan it is likely that individual proposals would be permitted on their own merits and lead to cumulative capacity issues. | |
| School capacity | School capacities are forecast to be in deficit, when adjusted for new housing requirements | | |
| International and European wildlife designations | <p>In the Plan Area there are a number of Ramsar sites which include parts of the Colne estuary and coastal areas.</p> <p>There is also one 1 SAC in the area: a large coastal area known as Essex</p> | The exploration of strategic growth in a plan led system at an early stage enables the results and recommendations of HRA and AA to be factored into plan making at the strategic level. Without looking at the cumulative impacts of development, it is likely that individual proposals are | 6.Protect and enhance natural, historic and environmental assets |



| Local Plans and Programmes | Description / Supporting Evidence | State of environment in the absence of the Local Plan Section Two | Sustainability Objective (SO) |
|--|--|--|-------------------------------|
| | Estuaries | permitted that in unison would have significant negative effects on International and European wildlife designations. | |
| National and local wildlife designations | There are 15 SSSIs, Local Wildlife Sites and Local nature Reserves in the Plan Area. | The exploration of strategic growth in a plan led system at an early stage, enables the green infrastructure of the strategic area to be interconnected and enhanced through a joined-up approach to proposals and associated economies of scale that could otherwise not be expected. | |
| Heritage assets at risk | According to the Heritage at Risk Register (2016), there are 15 assets listed as being at risk in Tendring. This consists of 7 Scheduled Monuments, 4 Listed Buildings and 4 Conservation Areas. | A plan-led approach over the wider strategic area ensures that housing and employment needs can be met in more suitable areas regarding the protection of the historic environment; in the absence of this approach district wide needs would be met more independently and development pressures could lead to the allocation of less suitable land or urban concentration / expansion at higher densities which could impact on Conservation Areas and historic cores. | |
| Conservation Areas | There are 22 Conservation Areas within the Plan Area. | | |
| AONB pressures | There is one AONB, Dedham Vale, which lies on the border of Suffolk and Essex in Colchester and Tendring covering an area of 90 sq. km. It has been designated such because it is an exceptional example of a lowland river valley and plans are being explored to extend this designation westward. | A plan-led approach to growth has the ability to preserve and enhance designations through exploring options outside of such areas. Without such an approach, development pressures could exist regarding the Dedham Vale AONB which could affect its integrity or its future enhancement. | |
| Renewable | Tendring District consumes | Solutions to address this issue can be | 7.Reduce contributions to |



| Local Plans and Programmes | Description / Supporting Evidence | State of environment in the absence of the Local Plan Section Two | Sustainability Objective (SO) |
|-------------------------------|--|--|---|
| energy use | more energy from non-renewable sources as a percentage of their consumption compared to the East of England as a whole | considered to be viable only through a plan-led at the strategic level that can incorporate and stimulate the provision for renewable energy and energy efficiency aspirations through economies of scale. | climate change |
| Water scarcity and management | Water management is challenging given the combination of high development growth and it being one of the driest counties in England. In respect of water quantity a significant portion of the resource is considered to be 'water stressed'; the resource availability status of rivers and aquifers show that they are generally over abstracted; and not self-sufficient in relation to local sources of water supply and needs to import substantial quantities of water to satisfy existing demand. | A plan-led approach enables water management issues to be addressed over the entire district in response to development allocations in unison. This enables service providers to consult on the Plan and determine whether capacity improvements are required. In the absence of a plan-led approach it is likely that development could be permitted on their own merits that contribute to water scarcity and management issues. | 8.To conserve and enhance natural resources and reduce climate change impacts |
| Fluvial flood risk | Although flooding cannot be completely prevented, its impacts can be avoided and reduced through effective planning and land management. The National Planning Policy Framework seeks to avoid inappropriate development in areas at risk of flooding, but where development is necessary, to ensure that it is safe and does not increase flood risk elsewhere. | A plan-led approach over the plan area ensures that housing and employment needs can be met in areas that are less susceptible to flooding; in the absence of this approach district wide needs would be met more independently and development pressures could lead to the allocation of less suitable land or urban concentration / expansion at higher densities which would exacerbate surface water flood risk. | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in the absence of the Local Plan Section Two | Sustainability Objective (SO) |
|----------------------------|--|---|-------------------------------|
| Surface water flood risk | Surface water flood risk is relatively high with all main settlements assessed being ranked in the top 1,000 settlements most susceptible to surface water flooding. | | |
| Coastal flood risk | Significant levels of flood risk have been identified along the Essex coast and inland along river stretches. | | |

4.5 Sustainability Framework for Assessing the Local Plan's Policy Content

The following framework sets out the Local Plan SA framework for the assessment of Policy options. It represents that consulted on in the 2015 Scoping Report undertaken by Tendring District Council and amended throughout the process through consultation. The Sustainability Objectives are broadly compatible, however some incompatibilities exist through those social and economic objectives that seek sustainable growth, and those environmental protection / enhancement objectives that are often in conflict with growth. To that extent, Sustainability Objectives 1-5 can be seen to conflict with the principles of Objectives 6-8. This SA adopts a balanced and pragmatic approach in light of this, and seeks to ensure that the best possible outcomes result in line with the Plan's primary objectives.

Table 5: The Sustainability Framework

| Sustainability Objective | Assessment Criteria | Indicator | SEA Themes |
|--|--|--|-----------------|
| 1.To provide decent and affordable homes for all | - Will it provide the homes needed to support the existing and growing population? | The number of net additional dwellings | Material Assets |
| | - Will it provide more affordable homes across the District? | Affordable housing completions | |



| Sustainability Objective | Assessment Criteria | Indicator | SEA Themes |
|---|--|--|--|
| | - Will it deliver a mix of housing types to meet the diverse needs of the District? | % of residential completions that are two or three bedroom | |
| | - Will it deliver well designed housing? | Achieving minimum space standards for all housing types | |
| 2.To ensure that development is located sustainably and makes efficient use of land | - Will it promote regeneration? | Losses of industrial land in key business and regeneration areas Amount of completed retail, office and leisure development delivered | Material Assets Climatic Factors Landscape |
| | - Will it reduce the need for development on greenfield land? | % of new and converted dwellings on previously developed land | |
| | - Will it provide good accessibility by a range of modes of transport? | % of new development within 30 minutes of community facilities | |
| | - Will densities make efficient use of land? | Amount of development > 30 dwellings per hectare | |
| 3.Harness the District's economic strengths | - Will it improve the delivery of a range of employment opportunities to support the growing population? | Amount of floorspace developed for employment | Material Assets Population Cultural Heritage |
| | - Will it contribute to the Cultural, Visitor and Tourism sector? | Money the sector brings to the local economy % of jobs related to this sector | |
| | - Will it enhance the vitality and viability of town centres? | Total amount of floorspace generated for town centre uses | |
| | - Will it sustain the rural | Location of new residential and | |



| Sustainability Objective | Assessment Criteria | Indicator | SEA Themes |
|--|---|---|---|
| | economy? | employment development | |
| 4.Minimise transport growth whilst capturing the economic benefits of international gateways | - Will it reduce the need to travel? | % of new dwellings within 30 minutes public transport time of local services | Population Climatic Factors Air Human Health |
| | - Will sustainable modes of transport increase? | % of journeys to work by private car % of journeys to work by public transport, walking and cycling | |
| | - Will it promote development of the ports? | Number of applications permitted for non-port related development within the port designated areas | |
| 5.To build stronger more resilient sustainable communities with better education and social outcomes | - Will it provide access to education, recreation and community facilities? | Provision of social infrastructure and services on allocated sites Contributions received towards community facilities | Population Human Health Landscape |
| | - Will it ensure healthier lifestyles and access to healthcare facilities? | GP waiting times and capacities Walking / cycling modes of transport uptake New healthcare facility provision through growth Health related statistics | |
| | - Will existing open spaces be protected and new open space be created? | Open space provision ha/1000 population Contributions received towards open space provision | |
| | - Will levels of educational attainment improve? | % of total working age population educated to Level4 and above % of total working age population with no qualifications | |
| | - Will it reduce actual crime and the fear of crime? | Number of offences per 100,000 population | |

| Sustainability Objective | Assessment Criteria | Indicator | SEA Themes |
|--|---|--|--|
| 6.Protect and enhance natural, historic and environmental assets | - Will heritage assets and sites of potential archaeological importance be protected or enhanced? | Number of listed buildings, scheduled Monuments and Registered Parks and Gardens at risk (and removed from risk register through repair / adaptive reuse) Archaeological evaluation undertaken prior to development | Cultural Heritage Landscape Biodiversity Geodiversity Flora, Fauna |
| | - Will Conservation Areas be protected or enhanced? | Number of Conservation Areas (and number and extent at risk) | |
| | - Does it provide areas of accessible green space to allow the dispersal of species? | Provision of suitable accessible natural greenspace identified through appropriate assessments | |
| | - Will it protect or enhance designated areas of the countryside (including landscape) and coastal environment? | Amount of development affecting designated areas Number of SSSIs in favourable condition Applications with landscape conditions. | |
| | - Will it protect Greenfield and high quality agricultural land? | % of new and converted dwellings on previously developed land | |
| 7.Reduce contributions to climate change | - Will it reduce greenhouse gas emissions? | % reduction in Carbon Dioxide emissions | Climatic Factors Human Health Soil Air Water |
| | - Will sustainable design and construction techniques be employed? | % of new dwellings built to at least level 3 of the Code for Sustainable Homes | |
| | - Will it lead to an increased proportion of energy needs being met from renewable resources? | Renewable energy capacity installed by type | |



| Sustainability Objective | Assessment Criteria | Indicator | SEA Themes |
|---|---|--|--|
| | - Will it reduce pollution? | Number of Air Quality Management areas Number of Blue Flags and Quality Coast Awards Number of potentially contaminated sites | |
| 8.To conserve and enhance natural resources and reduce climate change impacts | - Will water quality be maintained or improved? | Percentage length of estuary quality classed as Good | Human Health Water Soil Waste Biodiversity |
| | - Will it reduce the risk of flooding? | Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality | |
| | - Does it minimise waste and increase rates of reuse and recycling? | % of household waste recycled | |
| | - Will it deliver SuDS and improve drainage? | Number of SuDS schemes approved | |



4.6 The Approach to Assessing the Local Plan's Policy Content

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

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

Table 6: Impact on Sustainability Objectives

| | Sustainability Objectives (SO) | | | | | | | |
|-------------|--------------------------------|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short Term | | | | | | | | |
| Medium Term | | | | | | | | |
| Long Term | | | | | | | | |

The content to be included within the table responds to those 'significant effects' of the policy or element of the Local Plan subject to appraisal. Appraisals will also look at the following:

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

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



4.6.1 Description of 'Significant Effects'

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

| Possible impact | Basis for judgement |
|-----------------|---|
| ++ | Strong prospect of there being significant positive impacts |
| + | Strong prospect of there being minor positive impacts |
| ? | Possibility of either positive or negative impacts, or general uncertainty. |
| 0 | No impact |
| N/A | Not applicable to the scope or context of the appraised content |
| - | Strong prospect of there being minor negative impacts and mitigation would be possible |
| -- | Strong prospect of there being significant negative impacts with mitigation unlikely to be possible (pending further investigation) |

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

4.6.2 Description of 'Temporal Effects'

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

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

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

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

4.6.3 Description of 'Secondary, Cumulative and Synergistic Effects'

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

4.6.4 Description of 'Alternatives Considered'

Planning Practice Guidance states that reasonable alternatives are the different realistic options considered by the plan-



maker in developing the policies in its plan. They must be sufficiently distinct to highlight the different sustainability implications of each so that meaningful comparisons can be made. The alternatives must be realistic and deliverable.

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

4.6.5 Description of 'Proposed Mitigation Measures / Recommendations'

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

4.7 Sustainability Frameworks for Assessing the Local Plan's Site Allocation Options

The Sustainability Appraisal Scoping Report (2015) undertaken by Tendring District Council in 2015, included a SA Framework consisting of Sustainability Objectives (SOs) and assessment criteria. This intends to provide a way of checking whether the proposed Local Plan and its options are the best possible ones in terms of sustainability and are used to assess the social, environmental and economic effects of the Plan.

Whereas the approach can be considered suitably applicable to assessing the impacts of policy criteria, the framework is considered less suitable for assessing sites on a quantitative and comparable basis in order to assess all sites to the same level of detail. For this purpose, as required of SA, a number of different frameworks have been explored for the assessment of sites at different scales and uses. Separate frameworks are presented in the following sub-sections responding to the assessment methodology for:

- Strategic Level Growth Options; and
- Non-strategic sites (including specific criteria relevant to employment proposals and Gypsy and Traveller sites)

4.8 The Approach to Appraising Strategic Mixed Use Options

A number of Strategic Mixed Use options have been explored throughout the plan-making process to date, including the notion of 'Expanded Settlements' at the Preferred Options stage. Many of these were subject to SA in an Interim SA Report undertaken in April 2016 and further assessed at the Preferred Options stage. These were reassessed in light of the content and emergence of Section One of the Local Plan, which explored similar, albeit larger, options across the Housing Market Area and re-assessments were additionally presented within the Preferred Options SA in July 2016.

In the context of Section Two of the Local Plan, Strategic Mixed Use options are defined as those larger sites that were submitted for consideration in the call-for-sites process, either singularly or as an amalgamation of submissions. They represent those sites that would yield large scale housing mixed-use opportunities of strategic importance to meeting the District's housing and employment needs. Although the sites have been assessed in the same way as all of the Plan's site allocation options (Appendix 2), it has been considered that such development proposals would require additional considerations in response to their scale and scope to deliver additional benefits to new and existing communities.



The methodology, or framework, for assessing sites at this scale within the District was initially presented in the Interim SA Report of April 2016 and was also contained within the Preferred Options SA July 2016 for consultation.

Strategic growth options have been explored in light of garden city principles generally (as informed by TCPA Garden City Principles and NPPG) as well as in consideration of the appropriate local characteristics of the area / District. This is in mind of the general approach to ensuring such development is sustainable in theory as well as in context. The following table sets the principles for assessing new settlement options. This framework will be applied to broad areas, identified through looking at a similarly broad map of constraints in the District.

Table 7: The framework for assessing Strategic Mixed Use options

| TDC SA Objectives and sub-criteria | Corresponding Garden City Principle(s) and any additional considerations (where deemed applicable to the scale of Strategic Mixed Use options) |
|------------------------------------|--|
|------------------------------------|--|

1. To provide decent and affordable homes for all

| | |
|---|--|
| - Will it provide the homes needed to support the existing and growing population? | - Garden Cities (should be) part of a wider strategic approach to meeting the nation's housing needs. |
| - Will it provide more affordable homes across the District? | - The majority of homes in a new Garden City must be 'affordable' for ordinary people. |
| - Will it deliver a mix of housing types to meet the diverse needs of the District? | - Provide mixed-tenure homes and housing types that are genuinely affordable - At least 50% of the homes that are classified as 'affordable' must be for social rent. - Consider life-time homes and the needs of particular social groups, such as the elderly. - A range of housing types including self-build / custom build and gypsy and traveller pitches |
| - Will it deliver well designed housing? | - Aspire to the very best domestic and commercial architecture with sensitivity to local vernacular design and materials. |

2) To ensure that development is located sustainably and makes efficient use of land

| | |
|--|---|
| - Will it promote regeneration? | - Capture rising land values created by the development of the town can repay infrastructure costs (not applicable at the scale of Strategic Mixed Use developments) - Positive contribution towards identified regeneration priority areas and institutions |
| - Will it reduce the need for development on | N/A (it is likely that the Garden cities would only be viable on greenfield land) |



| TDC SA Objectives and sub-criteria | Corresponding Garden City Principle(s) and any additional considerations (where deemed applicable to the scale of Strategic Mixed Use options) |
|--|---|
| greenfield land? | |
| - Will it provide good accessibility by a range of modes of transport? | - New Garden Cities should be located only where there are existing public transport links to major cities, or where real plans are already in place for its provision. |
| - Will densities make efficient use of land? | - There is no single density requirement for Garden Cities |

3) Harness the District's economic strengths

| | |
|--|--|
| - Will it improve the delivery of a range of employment opportunities to support the growing population? | - New Garden Cities must provide a full range of employment opportunities. - There should be a range of employment opportunities in the Garden City itself, with a variety of jobs within easy commuting distance of homes. |
| - Will it contribute to the Cultural, Visitor and Tourism sector? | N/A (Can be considered more relevant to established settlements). |
| - Will it enhance the vitality and viability of town centres? | - Positive contribution towards town centres. - Inclusion of cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods |
| - Will it sustain the rural economy? | N/A (The nature of Garden Cities makes this particular assessment criterion redundant for this purpose). |

4) Minimise transport growth whilst capturing the economic benefits of international gateways

| | |
|---|---|
| - Will it reduce the need to travel? | - Walking, cycling and public transport should be the most attractive and prioritised forms of transport in the Garden City. - Ensure a comprehensive and safe network of footpaths and cycleways throughout the development, and public transport nodes within a short walking distance of all homes. |
| - Will sustainable modes of transport increase? | - Where car travel is necessary, consideration should be made of shared transport approaches such as car clubs. |
| - Will it promote development of the ports? | N/A (Can be considered more relevant to particular settlements). |

| TDC SA Objectives and sub-criteria | Corresponding Garden City Principle(s) and any additional considerations (where deemed applicable to the scale of Strategic Mixed Use options) |
|------------------------------------|--|
|------------------------------------|--|

5) To build stronger more resilient sustainable communities with better education and social outcomes

| | |
|--|---|
| <p>- Will it provide access to education, recreation and community facilities?</p> | <p>- Create shared spaces for social interaction and space for both formal and informal artistic activities, as well as sport and leisure activities.</p> <p>- Strong emphasis should be placed on homes with gardens and on space for both allotments and community gardens and orchards to provide for healthy local food.</p> <p>- Garden Cities are places of cultural diversity and vibrancy with design contributing to sociable neighbourhoods. This means, for example, shaping design with the needs of children's play, teenage interests and the aspirations of elderly in mind.</p> <p>- New Garden Cities should include opportunities for people to build their own home (either alone or collectively), and set aside land for future community needs.</p> |
| <p>- Will existing open spaces be protected and new open space be created?</p> | <p>- Create shared spaces for social interaction and space for both formal and informal artistic activities, as well as sport and leisure activities.</p> <p>- Acceptable relationship only with and impact on occupiers of existing properties and neighbouring areas / towns (maintaining adequate separation)</p> <p>- Incorporation of generous areas of publicly accessible open space, allotments/food production areas</p> |
| <p>- Will levels of educational attainment improve?</p> | <p>N/A (Educational needs not specifically mentioned, although general access and infrastructure requirements will indirectly adhere to this assessment criteria)</p> |
| <p>- Will it reduce actual crime and the fear of crime?</p> | <p>N/A (Although the Garden City Principles do not explicitly mention crime and the fear of crime, general design principles are likely to ensure that this assessment criteria is indirectly adhered to).</p> |

6) Protect and enhance natural, historic and environmental assets

| | |
|---|---|
| <p>- Will listed buildings and sites of potential archaeological importance be protected or enhanced?</p> | <p>- Reflect a fusion of the best of the past while embracing new materials and the needs of modern living.</p> |
| <p>- Will conservation areas be protected or</p> | <p>N/A (The nature of Garden Cities as separate from existing settlements means</p> |

| TDC SA Objectives and sub-criteria | Corresponding Garden City Principle(s) and any additional considerations (where deemed applicable to the scale of Strategic Mixed Use options) |
|---|--|
| enhanced? | that this assessment criterion is not directly relevant to their principles). |
| - Does it provide areas of accessible green space to allow the dispersal of species? | - Net gain to biodiversity is secured through master plans which link generous private and community gardens with wider public green and blue space and ultimately with strategic networks of green infrastructure and habitat creation. |
| - Will it protect or enhance designated areas of the countryside (including landscape) and coastal environment? | N/A (It is possible that the nature of Garden Cities could mean that that their development would not be compatible with this assessment criteria, pending detailed assessment in specific circumstances). - Acceptable impacts only on sites of nature conservation interest. |
| - Will it protect Greenfield and high quality agricultural land? - Will it have an unacceptable Landscape? | N/A (the nature of Garden Cities is such that their development would be within current Greenfield land). - A surrounding belt of countryside to prevent sprawl, well connected and biodiversity rich public parks, and a mix of public and private networks of well-managed, high-quality gardens, tree-lined streets and open spaces (not all of these may be applicable at the scale of Strategic Mixed Use development within the District). - Acceptable impacts only on high quality agricultural land and important landscape features. |

7) Reduce contributions to climate change

| | |
|---|---|
| - Will it reduce greenhouse gas emissions? | - Garden Cities must demonstrate the highest standards of technological innovation in zero carbon and energy positive technology to reduce the impact of climate emissions (may not be applicable at the scale of Strategic Mixed Use development within the District). |
| - Will sustainable design and construction techniques be employed? | - In building standards, a requirement for innovation beyond zero carbon and in the use of materials and construction techniques. |
| - Will it lead to an increased proportion of energy needs being met from renewable resources? | - Garden Cities must demonstrate the highest standards of technological innovation in zero carbon and energy positive technology to reduce the impact of climate emissions (may not be applicable at the scale of Strategic Mixed Use development within the District). |
| - Will it reduce pollution? | - Absence of insurmountable problems (ground conditions, flood risk, hazardous risks, pollution, contamination and air quality) |

| TDC SA Objectives and sub-criteria | Corresponding Garden City Principle(s) and any additional considerations (where deemed applicable to the scale of Strategic Mixed Use options) |
|------------------------------------|--|
|------------------------------------|--|

8) To conserve and enhance natural resources and reduce climate change impacts

| | |
|---|--|
| - Will water quality be maintained or improved? | N/A (This criterion is not a specific Garden City Principle) |
| - Will it reduce the risk of flooding? | <ul style="list-style-type: none"> - Garden Cities offer the opportunity to be highly climate resilient through extensive green and blue infrastructure. - Incorporation of carbon/energy-positive technology to ensure climate resilience |
| - Does it minimise waste and increase rates of reuse and recycling? | N/A (This criterion is not a specific Garden City Principle) |
| - Will it deliver SuDS and improve drainage? | - Incorporation of SuDS. |

The basis for making judgements within the assessment of Strategic Mixed Use Options is identified within the following key:

| Possible impact | Basis for judgement |
|-----------------|--|
| ++ | Strong prospect of fully meeting criteria with significant wider benefits |
| + | Reasonable prospect of fully meeting criteria |
| ? | Reasonable prospect of partially meeting criteria |
| - | Unlikely to fully meet criteria however mitigation possible regarding impacts |
| -- | Unlikely to meet criteria without significant negative impacts (pending further detailed investigation regarding mitigation) |
| 0 / N/A | No impact / Not Applicable to the development use proposed |

The appraisal of strategic growth options have been assessed on a largely qualitative basis in line with the strategic nature of each option and the level of information available for each option at the present time. With this in mind, this SA is intended to be a high level tool to assist the District in the selection of strategic growth locations.

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



wider existing communities.



Table 8: The SA site pro forma / framework – Site options

| TDC SA Objectives and sub-criteria | Indicator | ++ Significantly positive impacts | + Minor positive impacts | - Minor negative impacts | -- Significantly negative impacts | ? Uncertain or unknown impacts | 0 / N/A No impact or not applicable to proposal |
|--|---|--|---|---|--------------------------------------|-----------------------------------|--|
| 1) To provide decent and affordable homes for all | | | | | | | |
| - Will it provide the homes needed to support the existing and growing population? - Will it provide more affordable homes across the District? | The number of net additional dwellings | The site could be considered strategic for the purposes of meeting the District's housing targets over the plan period | The site has been promoted for housing and is in conformity with the Spatial Strategy and Settlement Hierarchy. | The site has been promoted for housing however is not in conformity with the Spatial Strategy and Settlement Hierarchy. | N/A | Where applicable | All other / unrelated proposals |
| - Will it deliver a mix of housing types to meet the diverse needs of the District? | % of residential completions that are two or three bedroom Submission of sites for Gypsy and Traveller or RSL allocation | RSL submitted sites for housing | Site information suggests meeting identified need of 2 / 3 bedroom housing OR Site is for a care home, Gypsy and Traveller site | N/A | N/A | Where applicable | All other / unrelated proposals |
| - Will it deliver well designed housing? | Achieving minimum space standards for | N/A | Site is considered a suitable density for | Site is considered an unsuitable | N/A | Where applicable | All other / unrelated proposals |



| TDC SA Objectives and sub-criteria | Indicator | ++ Significantly positive impacts | + Minor positive impacts | - Minor negative impacts | -- Significantly negative impacts | ? Uncertain or unknown impacts | 0 / N/A No impact or not applicable to proposal |
|--|--|---|--|---|--|-----------------------------------|--|
| | all housing types | | the character of the area | density for the character of the area | | | |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | | |
| - Will it promote regeneration? | Losses of industrial land in key business and regeneration areas | N/A | N/A | Site proposal would see a minor or net loss of industrial land in key business and regeneration areas | Site proposal would see a significant loss of industrial land in key business and regeneration areas | Where applicable | All other / unrelated proposals |
| | Amount of completed retail, office and leisure development delivered | Site proposals is for retail, office or leisure use | Site proposal is for mixed use incorporating retail, office or leisure use | Site proposal would see the loss of current retail, office or leisure use | N/A | Where applicable | All other / unrelated proposals |
| - Will it reduce the need for development on greenfield land? | % of new and converted dwellings on previously developed land | Site is brownfield | Site is largely brownfield. | Site is greenfield but adjacent to current settlement boundaries. Potential Landscapes. | Site is greenfield and detached from current settlement boundaries. Likely Landscapes. | Where applicable | All other / unrelated proposals |



| TDC SA Objectives and sub-criteria | Indicator | ++ Significantly positive impacts | + Minor positive impacts | - Minor negative impacts | -- Significantly negative impacts | ? Uncertain or unknown impacts | 0 / N/A No impact or not applicable to proposal |
|--|--|--|--|--|---|-----------------------------------|--|
| - Will it provide good accessibility by a range of modes of transport? | % of new development within walking / cycling distance of community facilities | < or = to 400m | > 400-800m | > 800m – 1.4km | > 1.4km | N/A | All other / unrelated proposals |
| 3) Harness the District's economic strengths | | | | | | | |
| - Will it improve the delivery of a range of employment opportunities to support the growing population? | Amount of floorspace developed for employment | Proposal is for employment use | Proposal is for mixed-use incorporating employment opportunities | Proposal sees a loss of previously employment land | Proposal is on land protected for employment use | Where applicable | All other / unrelated proposals |
| - Will it contribute to the Cultural, Visitor and Tourism sector? | Money the sector brings to the local economy % of jobs related to this sector | Proposal incorporates A3, A4, C1, D2 or relevant sui generis use classes | N/A | N/A | Proposal would see a net loss of A3, A4, C1, D2 or relevant sui generis use classes | Where applicable | All other / unrelated proposals |
| - Will it enhance the vitality and viability of town centres? | Distances to town / local centres | < or = to 400m | > 400-800m | > 800m – 1.4km | >1.4km | 401m-800m from boundary OR | All other / unrelated proposals |



| TDC SA Objectives and sub-criteria | Indicator | ++ Significantly positive impacts | + Minor positive impacts | - Minor negative impacts | -- Significantly negative impacts | ? Uncertain or unknown impacts | 0 / N/A No impact or not applicable to proposal |
|---|---|---|---|---|--|-----------------------------------|--|
| | | | | | | Where applicable | |
| - Will it sustain the rural economy? | Location of new residential and employment development | Employment proposals (business, leisure, tourism) in rural areas (as defined) within or adjacent to existing development boundaries | Employment proposals (business, leisure, tourism) in rural areas (as defined) physically separated from existing development boundaries | N/A | N/A | Where applicable | All other / unrelated proposals |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | | |
| - Will it reduce the need to travel? | % of journeys to work by public transport, walking and cycling | < 400-800m to a bus stop AND train station | < 400-800m to a bus stop OR train station | > 800m – 1.4km to a bus stop OR train station | > 800m - 1.4km to a bus stop AND train station | Where applicable | All other / unrelated proposal |
| - Will sustainable modes of transport increase? | | | | | | | |
| - Will it promote development of the ports? | Number of applications permitted for non-port related development within the port | N/A | Proposal incorporates port related development within a port | Proposal incorporates non-port related development in a port designated | N/A | Where applicable | All other / unrelated proposals |



| TDC SA Objectives and sub-criteria | Indicator | ++ Significantly positive impacts | + Minor positive impacts | - Minor negative impacts | -- Significantly negative impacts | ? Uncertain or unknown impacts | 0 / N/A No impact or not applicable to proposal |
|---|------------------------------|--|---|---|--|-----------------------------------|--|
| | designated areas | | designated area | area | | | |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | | |
| - Will it provide access to education, recreation and community facilities? | Distance to primary school | < or = to 400m | > 400-800m | >1km | >1.2km | Where applicable | All other / unrelated proposals |
| | Distance to secondary school | < or = to 400m | > 400-800m | >1km | >1.2km | Where applicable | All other / unrelated proposals |
| | School capacity (primary) | Site yield would meet the threshold for the delivery of a new primary school | Potential yield of site can be accommodated by nearest primary school | Potential yield of site can not be accommodated by nearest primary school | N/A (significantly negative impacts for this criterion will be highlighted through cumulative site assessment) | Where applicable | All other / unrelated proposals |
| | School capacity (secondary) | Site yield would meet the threshold for the delivery of a new secondary school | Potential yield of site can be accommodated by nearest secondary school | Potential yield of site can not be accommodated by nearest secondary school | N/A (significantly negative impacts for this criterion will be highlighted through cumulative site assessment) | Where applicable | All other / unrelated proposals |
| | Distance to GP | < or = to 400m | > 400-800m | >1-1.4km | >1.5km | Where applicable | All other / unrelated |



| TDC SA Objectives and sub-criteria | Indicator | ++ Significantly positive impacts | + Minor positive impacts | - Minor negative impacts | -- Significantly negative impacts | ? Uncertain or unknown impacts | 0 / N/A No impact or not applicable to proposal |
|---|---|---|--|---|---|-----------------------------------|--|
| | services | | | | | | proposals |
| - Will existing open spaces be protected and new open space be created? | Open space provision ha/1000 population Contributions received towards open space provision | Proposal would see a net gain in open space provision | Proposal is not on designated open space | The proposal is on designated open space, but with open space provision | The proposal is on designated open space with no replacement open space provision | Where applicable | All other / unrelated proposals |
| - Will levels of educational attainment improve? | % of total working age population educated to Level 4 and above % of total working age population with no qualifications | It is considered that this objective is relevant to the Local Plan's policy content only. | | | | | |
| - Will it reduce actual crime and the fear of crime? | Number of offences per 100,000 population | It is considered that this objective is relevant to the Local Plan's policy content only. | | | | | |
| 6) Protect and enhance natural, historic and environmental assets | | | | | | | |
| - Will listed buildings and | Number of heritage | The proposal would | The proposal would | The proposal would | The proposal would | Where applicable | Where applicable. |



| TDC SA Objectives and sub-criteria | Indicator | ++ Significantly positive impacts | + Minor positive impacts | - Minor negative impacts | -- Significantly negative impacts | ? Uncertain or unknown impacts | 0 / N/A No impact or not applicable to proposal |
|---|--|--|---|---|--|--|--|
| sites of potential archaeological importance be protected or enhanced? | assets at risk Archaeological evaluation undertaken prior to development | enhance the significance of heritage assets, including their setting, or historic landscape character. | conserve the significance of heritage assets, including their setting, or historic landscape character. | lead to harm to the significance of heritage assets, including their setting, however mitigation would be possible. | lead to irrevocable harm to the significance of heritage assets, including their setting. | | All other / unrelated proposals |
| - Will conservation areas be protected or enhanced? | Number of Conservation Areas | | | | | | |
| - Does it provide areas of accessible green space to allow the dispersal of species? | Provision of suitable accessible natural greenspace identified through appropriate assessments | Proposal would see a net gain in accessible natural greenspace provision | Proposal is not on designated accessible natural greenspace | The proposal is on designated open space, but with accessible natural greenspace provision | The proposal is on designated open space with no replacement accessible natural greenspace provision | Where applicable | All other / unrelated proposals |
| - Will it protect or enhance designated areas of the countryside (including landscape) and coastal environment? | Amount of development affecting designated areas Number of SSSIs in | Site is not within a SSSI IRZ | Site is within a SSSI IRZ but is for a use that would not require consultation with Natural | Site is adjacent to a SSSI. | Site is within a SSSI. | Where applicable OR Site is within a SSSI IRZ and would require consultation | All other / unrelated proposals |



| TDC SA Objectives and sub-criteria | Indicator | ++ Significantly positive impacts | + Minor positive impacts | - Minor negative impacts | -- Significantly negative impacts | ? Uncertain or unknown impacts | 0 / N/A No impact or not applicable to proposal |
|---|----------------------|---|---|---|---|-----------------------------------|--|
| | favourable condition | | England | | | with Natural England | |
| | | N/A | Site will not affect a SPA, SAC, Ramsar, NNR, LNR, LoWS, SINC, cSINC | Site is within or partly within, or adjacent to a NNR, LNR, LoWS, SINC, cSINC | Site is within or partly within, or adjacent to a SPA, SAC, Ramsar, | Where applicable | All other / unrelated proposals |
| | | N/A | Site will not affect Ancient Woodland, a Protected Lane / Special Verge, TPO. | Site is within or adjacent to Ancient Woodland. OR Site access is via a Protected Lane / Special Verge OR Site would see the loss of a TPO, or group. | N/A | Where applicable | All other /unrelated proposals |
| 7) Reduce contributions to climate change | | | | | | | |
| - Will it reduce greenhouse | % reduction in | It is considered that this objective is relevant to the Local Plan's policy content only. | | | | | |



| TDC SA Objectives and sub-criteria | Indicator | ++ Significantly positive impacts | + Minor positive impacts | - Minor negative impacts | -- Significantly negative impacts | ? Uncertain or unknown impacts | 0 / N/A No impact or not applicable to proposal |
|---|--|---|-----------------------------|-----------------------------------|--|--|--|
| gas emissions? | Carbon Dioxide emissions | | | | | | |
| - Will sustainable design and construction techniques be employed? | % of new dwellings built to at least level 3 of the Code for Sustainable Homes | It is considered that this objective is relevant to the Local Plan's policy content only. | | | | | |
| - Will it lead to an increased proportion of energy needs being met from renewable resources? | Renewable energy capacity installed by type | Proposal includes renewable energy generation. | N/A | N/A | N/A | Where applicable | All other proposals |
| - Will it reduce pollution? | Number of Air Quality Management areas | N/A | Site is >200m from an AQMA | Site is < or = to 200m of an AQMA | N/A | Where applicable | All other / unrelated proposals |
| | Number of potentially contaminated sites | N/A | N/A | N/A | N/A (For Gypsy and Traveller Site Provision – site is on contaminated land) | Site is on contaminated land / suspected contaminated (for information only) | Site is not on contaminated land |



| TDC SA Objectives and sub-criteria | Indicator | ++ Significantly positive impacts | + Minor positive impacts | - Minor negative impacts | -- Significantly negative impacts | ? Uncertain or unknown impacts | 0 / N/A No impact or not applicable to proposal |
|--|-------------------------------|---|--|---|--|---|--|
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | | |
| - Will water quality be maintained or improved? | Groundwater protection | N/A | Not in GPZ | Within outer zone (Zone 2, Zone 2c) | Within inner zone (Zone 1, Zone 1c) | Where applicable Within total catchment (Zone 3) | All other / unrelated proposals |
| - Will it reduce the risk of flooding? | Fluvial flood risk | FZ1 (For Gypsy and Traveller pitches – FZ1) | <50% FZ2 (For Gypsy and Traveller pitches – <50% FZ2) | <50% FZ3 (For Gypsy and Traveller pitches – 1-14% FZ3) | 50% or over FZ3 (For Gypsy and Traveller pitches – 15-20% FZ3 and/or site is in a Critical Drainage Area) | Where applicable 50% or over FZ2 (For Gypsy and Traveller pitches – 50% or over FZ2) | All other / unrelated proposals |
| | Surface water flood risk | Very low | Low | High (For Gypsy and Traveller pitches – site is in an area of Medium risk) | N/A (For Gypsy and Traveller pitches – site is in an area of High risk) | Where applicable Medium (does not apply to Gypsy and Traveller pitches [see negative impacts]) | All other / unrelated proposals |
| - Does it minimise waste and increase rates of reuse and recycling? | % of household waste recycled | It is considered that this objective is relevant to the Local Plan's policy content only. | | | | | |



| TDC SA Objectives and sub-criteria | Indicator | ++ Significantly positive impacts | + Minor positive impacts | - Minor negative impacts | -- Significantly negative impacts | ? Uncertain or unknown impacts | 0 / N/A No impact or not applicable to proposal |
|---|--|---|-----------------------------|-----------------------------|--------------------------------------|-----------------------------------|--|
| - Is it in a Minerals Safeguarding Area (MSA) | Location in regard to mineral deposits | N/A | Site is not within a MSA | N/A | N/A | Site is within a MSA | All other / unrelated proposals |
| - Is it in a Waste Consultation Zone? | Location in regard to existing and planned waste management facilities / Waste Consultation Zone (WCZ) | N/A | Site is not within a WCZ | N/A | N/A | Site is within a WCZ | All other / unrelated proposals |
| - Will it deliver SuDS and improve drainage? | Number of SuDS schemes approved | It is considered that this objective is relevant to the Local Plan's policy content only. | | | | | |



4.9 Assumptions Made in the Assessment of the Plan's Content

Policy and Site Appraisals

It should be noted that the appraisal of options is not straightforward, in reflection of the need to create a 'level playing field' for the assessment of both allocated and alternative policies and sites.

A lot of the available information and evidence commissioned for the Plan has been progressed in line with the allocated sites and strategy at this stage. In order to create a level playing field for the assessment of both allocated and alternative options, to the same level of detail, a lot of this information has not been considered within this appraisal.

This includes:

- The emerging Infrastructure Delivery Plan (IDP);
- Local Plan Transport Modelling
- The Integrated Water Management Plan (IWMP)

The appraisal of the Plan's options has been undertaken using all available information that is relevant for use across all options. For this purpose and to further reflect a consistency of approach, regarding sites, the detailed information submitted for each site by the landowners / developers of each option have not been taken into account in those instances where they can be seen to offer different levels of information. As such, only those site boundaries and the quantum of development for options have been taken from the respective submissions.



5. The Appraisal of the Tendring District Council Local Plan Section Two

5.1 Introduction

The following sub-sections respond to the appraisal of each element of the Local Plan. This responds to an appraisal of each policy within the document: in each sub-section, an appraisal of all identified reasonable alternatives has been included for transparency and robustness. The process behind the identification of each alternative has been included, citing the source of each alternative in each instance.

5.2 The Vision and Objectives

A number of policies are required to link the strategic elements of Section One of the Local Plan, exploring options in the North Essex authorities' strategic area, with more localised strategic issues in the administrative area of Tendring District. For this purpose, issues such as a spatial strategy across the District, an approach to settlement boundaries to accommodate housing growth and general design considerations have been explored within Section Two of the Local Plan.

This section contains the following elements of the Plan:

- The Vision for Tendring
- The Objectives for the Plan

5.2.1 Vision

Vision for Tendring District

"In 2033, Tendring will be a vibrant, healthy and attractive place to live, work and visit. It will have a thriving, resilient and prosperous economy that promotes sustainable economic growth, making sustainable use of its natural and historic environments, maritime connections and popularity as a visitor destination."

Tendring's residents will have the opportunity to enjoy a safe and healthy quality of life in communities that offer a range of high quality new housing which meet local needs, job opportunities and other important services and facilities, including improved retail provision. They will be able to enjoy a variety of landscapes including a tidy coast, the open countryside with its elements of natural beauty, a wealth of wildlife areas where biodiversity has been conserved and enhanced and a diverse range of attractive historic settlements, landscapes and assets and an integrated network of protected wildlife-rich areas which are conserved and enhanced. The district will be the home to people of all ages and abilities, providing a range of activities, attractions and facilities that will appeal to the active retired, the young and residents of working age. The district will also provide for the specialist needs of all people ensuring, in particular, that children and young people have the knowledge and skills to secure the opportunity for a good start in life.

Seaside Towns



Clacton-on-Sea will have established itself as the place everyone wants to live. With the rejuvenation of the town's attractive and safe beaches (including the coastal protection scheme between Holland Haven and Clacton), high quality shops, restaurants and cafes in the town centre, creation of new country parks and the construction of hundreds of new high quality, spacious and much sought after houses, bungalows and retirement complexes, the economy will have seen a significant resurgence with new job opportunities in the retail, leisure, hospitality and health sectors.

Clacton will have still maintained its tourism roots, building a thriving local tourism industry but as well as attracting holiday makers, the town will provide a range of activities and attractions that our older residents can enjoy with their children and grandchildren at the weekends and during the school holidays, and a strong evening economy where people from the town and surrounding areas will come for a fun and relaxing evening with their friends and colleagues in some of the town's new and trendy restaurants, nightclubs and entertainment venues. In Jaywick Sands, regeneration projects will continue to raise the standard of living in this part of Clacton. Jaywick Sands will have seen, through the provision of a deliverable development framework, a sustainable community with associated economic, community and employment opportunities.

The town will also have new training facilities with a centre of excellence for health and assisted living.

Frinton-on-Sea and Walton-on-the-Naze will enjoy year-round prosperity whilst retaining their very distinctive individual characteristics. Walton will have seen the biggest change with an injection of new housing, holiday accommodation, shops and leisure attractions bringing vitality to the town centre and core visitor areas, with new medical facilities serving the resident population. Frinton will have also seen some new homes and improvements to public spaces whilst continuing to offer a unique and non-commercialised shopping and leisure experience to its residents and its visitors. Both settlements will have succeeded in preserving and enhancing their special historic character.

Harwich and the A120 corridor

The Harwich area will experience an economic resurgence with a number of major employers operating in the area with developments including Stanton Europark, Harwich Valley and Carless making the most of the A120. As a result, the housing market will have picked up and a number of housing developments will have taken place. The Old Town of Harwich will offer new leisure activities and a number of visitor attractions associated with its maritime history including the Mayflower. Dovercourt Town Centre and seafront will have also improved its offer of a year round shopping and leisure experience. These benefits will have taken place whilst continuing to preserve and enhance the town's maritime heritage through careful consideration of its associated buildings, structures and coastal landscapes.

Tendring Colchester Borders Garden Community

Neighbouring Colchester will have been the focus for significant growth in jobs and housing and will have a thriving economy that will benefit Tendring residents, many of whom commute into the town each day for work. A new community will be developed to the east of Colchester, developed on garden community principles, with necessary infrastructure and facilities provided and high quality of built and urban design. With major investment in rapid transit services to the town centre, pedestrian and cycle connections a new link road between the A120 and A133, the management of traffic congestion will have improved and provision of upgraded broadband infrastructure and services. The University of Essex will be one of the leading research and development facilities in the country and, as a result, businesses will have moved to the area to benefit from its expertise and improved transport links. The new garden suburb crossing the Colchester Borough and Tendring District boundary will be a much sought-after place to live.

Rural Heartland



In the district's substantial rural heartland, the smaller towns of Manningtree with Lawford and Mistley and Brightlingsea along with some of the larger villages will have seen some modest levels of new housing and employment development to support local shops and services, address local issues and provide for local needs and facilitate investment by local businesses in job opportunities.

In some of the district's more remote villages, hamlets and other rural communities a flexible approach to small-scale housing development has helped keep those communities vibrant. Improvements to the telecommunications network and internet broadband services have given these areas a new lease of life with more people able to work, shop and learn from the comfort of their own home.

Any new development will need to obtain the following outcomes:

1. Creating the right balance of jobs, housing and infrastructure
2. Ensuring that development is sustainable in terms of location, use and form
3. Balancing the development needs of the district with the protection and enhancement of the natural, historical and built environment
4. Excellent services and facilities easily accessed by local communities and businesses
5. More walkable places and an excellent choice of ways to travel
6. Vibrant, well connected town and productive countryside
7. Avoid, then mitigate and, as a last resort compensate for adverse impacts of development on the built, historic and natural environment and capitalising on these features
8. Stronger, more self-reliant town and countryside with thriving centres
9. Enhanced quality of life for all residents
10. Working with partners and residents to develop a place where people really matter
11. All new developments should account for, adapt to and mitigate against climate change.

Significant, Temporal and Secondary Effects

Table 9: Impact on Sustainability Objectives: Vision for Tendring District

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|----|----|----|----|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ++ | ++ | ++ | ++ | ++ | ++ | + | + |
| Medium | ++ | ++ | ++ | ++ | ++ | ++ | + | + |
| Long | ++ | ++ | ++ | ++ | ++ | ++ | + | + |

The Plan's Vision's eleven primary outcomes will have a range of positive impacts on the Sustainability Objectives.



There will be significant impacts on all social and economic based tenets of sustainability identified for the Plan Area; however less positive impacts associated with reducing contributions to climate change and reducing climate change impacts. This is not a criticism of the Vision however, where it can be seen to directly focus on those elements required of Local Plans and which are crucial to future growth in the District. Impacts associated with climate change can be seen as ancillary to development and not directly required to be included within the Vision. It should also be noted that such sustainability objectives are covered in more detail within specific policies within the Plan that seek to ensure positive outcomes in this regard as a prerequisite of growth within the District should potential issues be identified on an individual application basis.

Alternatives Considered

The Vision can be seen as a general summary of the aspirational outcomes of the Local Plan. The individual elements of the Vision are elaborated on in more detail within other policies of the document. Alternatives are explored in more detail within the assessment of these policies elsewhere within this SA, commensurate to their individual context.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.

5.2.2 Strategic Objectives

The Objectives of the Plan are as follows:

Objectives

Objective 1 – Housing Delivery

- To provide new dwellings within Tendring District up to 2033 of sufficient variety in terms of sites, size, types, tenure and affordability to meet the needs of a growing and ageing population; and
- To deliver high quality sustainable new communities.

Objective 2 – Employment/Commercial

- To provide for the development of employment land on a variety of sites to support a diversity of employment opportunities and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth up to the period of 2033.

Objective 3 – Retail Development

- To promote the vitality and viability of the town centres through the promotion of retail and other related uses, exploiting the benefit of enhanced growth of the towns whilst retaining the best and valued aspects of their existing character.

Objective 4 – Infrastructure Provision

- To make efficient use of existing transport infrastructure and ensure sustainable transport opportunities are promoted in all new development. Where additional capacity is required in the form of new or upgraded transport infrastructure, to ensure this is provided as necessary in



connection with new development.

- To enable provision of upgraded broadband infrastructure and services.
- To ensure that new growth brings opportunities to enhance existing services, facilities and infrastructure for the benefit of existing and new communities
- To ensure that flood defence infrastructure is considered so that future developments take into consideration the impacts of climate change.
- To ensure there is adequate capacity in the foul sewerage infrastructure.

Objective 5 – Education and Health

- To improve and provide good quality educational opportunities and prospects for Tendring's residents as part of sustainable community strategy. This includes practical vocational training and apprenticeships.
- To work with partners in National Health Service, local health organisations, Essex County Council and local community groups to ensure adequate provision of healthcare facilities to support growing communities.
- To work with Public Health to promote and encourage healthy lifestyles through developments and planning to ensure that the people of Tendring have opportunities to be as healthy as able.

Objective 6 – Sustainability

- To locate development within Tendring District where it will provide the opportunity for people to satisfy their day-to-day needs for employment, shopping, education, and other services locally or in locations which minimise the need to travel and where there are modes of transport available in addition to the use of car.

Objective 7 – The Historic Environment

- To conserve and enhance Tendring District's historic environment, including heritage, respecting historic buildings and their settings, heritage assets, landscapes, links and views

Objective 8 – Biodiversity

- To provide a network of interconnected multi-functional natural green and blue spaces which secures a net gain in biodiversity and geodiversity, promotes healthy lifestyles and enhances the quality of the natural and built environment.

Objective 9 – Water and Climate Change

- To reduce the risk of flooding (all types) by securing the appropriate location and design of new development (including SuDS), having regard to the likely impact of climate change.

Objective 10 – Tourism Protection



- To work with partners to provide an enhanced environment for tourism and the maritime sector and its associated services.

Significant, Temporal and Secondary Effects

Table 10: Impact on Sustainability Objectives: Strategic Objectives

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| Medium | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| Long | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |

The Plan's Objectives directly correspond to the requirements and aspirations of the majority of the Sustainability Objectives. The Strategic Objectives can be seen to have sustainability at the fore front of Plan preparation and outcomes, with objectives relevant to local characteristics and conditions.

Alternatives Considered

No alternative approaches can be considered reasonable in so far that all of the Sustainability Objectives are covered by the Plan's Objectives and are suitably compatible. Any deviation from the Plan's Objectives as they are presented could not be considered focused on and aligned to the sustainability issues facing the Plan Area.

Proposed Mitigation Measures / Recommendations

At the Preferred Options SA stage, it was recommended that specific mention is made to archaeology within Objective 7 – Cultural Heritage. This recommendation has since been factored into the policy with the inclusion of the 'historic environment' which in planning terms is strongly related to archaeology and the Essex Historic Environment Record (HER). There are no new proposed mitigation measures or recommendations made at this stage.



5.3 Sustainable Places Policies

The Local Plan's strategic objective for Sustainability is 'To locate development within Tendring District where it will provide the opportunity for people to satisfy their day-to-day needs for employment, shopping, education, and other services locally or in locations which minimise the need to travel and where there are modes of transport available in addition to the use of car.' This section of the Plan contains the following elements:

- Policy SPL1: Managing Growth
- Policy SPL2: Settlement Development Boundaries
- Policy SPL3: Sustainable Design

5.3.1 Policy SPL1: Managing Growth

The policy is as follows:

Policy SPL1 – Managing Growth

SETTLEMENT HIERARCHY

Strategic Urban Settlements

- Clacton-on-Sea (comprising, Central Clacton, Jaywick Sands, West Clacton, Great Clacton (North), East Clacton and Holland-on-Sea)
- Harwich and Dovercourt (including Parkeston and part of Ramsey)
- The Tendring / Colchester Borders Garden Community

Smaller Urban Settlements

- Frinton, Walton and Kirby Cross
- Manningtree, Lawford and Mistley
- Brightlingsea

Rural Service Centres

- Alresford
- Elmstead Market
- Great Bentley
- Little Clacton
- St. Osyth



- Thorpe-le-Soken; and
- Weeley

Smaller Rural Settlements:

- Ardleigh
- Beaumont-Cum-Moze
- Bradfield
- Frating
- Great Bromley
- Great Holland
- Kirby-le-Soken
- Little Bentley
- Little Bromley
- Little Oakley
- Ramsey Village
- Tendring
- Thorpe Station Maltings
- Thorrington
- Weeley Heath
- Wix
- Wrabness

This policy contributes towards achieving Objectives 1 and 6 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 11: Impact on Sustainability Objectives: Policy SPL1

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|----|----|----|---|---|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ++ | ++ | ++ | ++ | ++ | ? | ? | N/A |
| Medium | ++ | ++ | ++ | ++ | ++ | ? | ? | N/A |
| Long | ++ | ++ | ++ | ++ | ++ | ? | ? | N/A |

The Settlement Hierarchy focuses the majority of the district's growth within the larger urban settlements. This maximises the sustainability of new development within the plan period by ensuring its location in close proximity to existing services and facilities and employment opportunities; in the short term through focusing development in Clacton and Harwich and in the long term through ensuring growth in the Garden Community in line with the proposals contained with Section One of the Local Plan. Outside of the main towns and the Garden Community outlined in Section One, growth can be expected to be proportionate and widely distributed, meeting existing needs and also those of future populations with positive social impacts. The overall hierarchy may lead to pressures on existing infrastructure capacities, however this unavoidable at the scale of growth required. It should be noted that new infrastructure can be provided through the Garden Community, including schools and healthcare facilities, and developing at the appropriate scale to ensure delivery. This will ensure significant positive impacts across the majority of the Sustainability Objectives.

There will be uncertain impacts on natural, historic and environmental assets in line with the distribution of growth being widely dispersed and also focused to coastal areas of Clacton and Harwich in the first instance. It should be acknowledged however that this is inevitable in consideration of the level of growth required, and that other policies within the Local Plan can directly and effectively ensure that mitigation measures are ensured through forthcoming planning applications. This is also the case regarding requirements to reduce contributions to climate change.

There will be no impacts on water quality, flooding or waste in line with the scope and principle purpose of the Policy. Again, other policies within the Local Plan can directly and effectively ensure that positive outcomes and effective mitigation measures are ensured from all development.

Alternatives Considered

It is felt that the hierarchy reflects existing settlement size and proportionate growth across them. For this reason, no other alternatives have been considered reasonable for introduction at this stage. It is considered that alternatives regarding the Garden Community at the Colchester fringe are better explored across the North Essex Authorities Strategic Area commensurate to the scope of the Section One Local Plan SA.

At the Preferred Options (2016) stage of the Plan and SA, Policy SPL1 included an 'Expanded Settlement' at Weeley between those 'smaller urban settlements' and the 'rural service centres' within the existing settlement hierarchy. The inclusion of Weeley as an 'Expanded Settlement' at that stage responded to the extent of allocated land for development purposes within the Plan at the Preferred Options stage. This has since been reduced to the extent that Weeley would not function at a different settlement level within the hierarchy as it does currently. The principle of allocating growth at Weeley and the settlement being considered an 'Expanded Settlement' within the settlement hierarchy can be considered a 'reasonable alternative' to Policy SPL1 explored throughout the plan-making process.

- Alternative SPL1(1) – To introduce the concept of an 'Expanded Settlement' at Weeley (between those 'smaller urban settlements' and the 'rural service centres' within the existing settlement hierarchy).



The appraisal of this Alternative is as follows:

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|---|----|---|----|---|---|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ++ | + | ++ | + | ++ | ? | ? | N/A |
| Medium | ++ | + | ++ | + | ++ | ? | ? | N/A |
| Long | ++ | + | ++ | + | ++ | ? | ? | N/A |

Alternative 1 will have broadly similar impacts as the Draft Publication settlement hierarchy, commensurate to those elements that are replicated. In specific regard to Weeley as an 'Expanded Settlement' and its position within the hierarchy as specified above, there will be less positive impacts associated with the general sustainability of the location (in contrast to an assumption that the settlement hierarchy as presented in the Policy will focus more growth in centres higher up the hierarchy and / or more proportionately dispersed across other existing settlements) and also associated with sustainable transport. Although Weeley benefits from existing rail links, growth would be directed to a location further away from existing towns for services such as educational facilities, and jobs.

Reason for Rejection – The notion of an Expanded Settlement at Weeley was rejected in response to not being required to meet OAN at 550dpa. Its previous selection at the Preferred Options stage responded to a higher OAN target of 600dpa, which is now not being promoted through the Local Plan at the Draft Publication stage.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.3.2 Policy SPL2: Settlement Development Boundaries

The Policy is as follows:

Policy SPL2: Settlement Development Boundaries

To encourage sustainable patterns of growth and carefully control urban sprawl, each settlement listed below is defined within a 'Settlement Development Boundary' as shown on the relevant Policies Map and Local Map. Within the Settlement Development Boundaries, there will be a general presumption in favour of new development subject to detailed consideration against other relevant Local Plan policies or any approved Neighbourhood Plans.

Outside of Settlement Development Boundaries, the Council will consider any planning application in relation to the Settlement Hierarchy and any other relevant policies in this plan.



Significant, Temporal and Secondary Effects

Table 12: Impact on Sustainability Objectives: Policy SPL2

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|---|----|----|---|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | + | ++ | + | ++ | ++ | + | N/A | N/A |
| Medium | + | ++ | + | ++ | ++ | + | N/A | N/A |
| Long | + | ++ | + | ++ | ++ | + | N/A | N/A |

The policy focuses the majority of the district's growth within defined settlements and defines the countryside as areas outside of settlement development boundaries. This certainty will seek to avoid speculative development in the countryside and protect its character, openness and contribution to landscape and other natural assets. Such a focus will additionally ensure positive impacts on accessibility to services and sustainable travel with development directed to the most sustainable locations in this regard and represents an efficient use of brownfield land.

Alternatives Considered

Although the Policy has evolved from a more descriptive approach as contained within the Preferred Options Plan, the impacts were assessed as having identical impacts. It is considered that any deterioration from the focus and general direction of this Policy could not be considered a reasonable alternative. As such, no distinctly different alternatives were explored.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.

5.3.3 Policy SPL3: Sustainable Design

The Policy is as follows:

Policy SPL3: Sustainable Design

Part A: Design

All new development (including changes of use) should make a positive contribution to the quality of the local environment and protect or enhance local character. The following criteria must be met:

- a) new buildings, alterations and structures are well designed and maintain or enhance local character and distinctiveness;
- b) the development relates well to its site and surroundings particularly in relation to its siting, height, scale, massing, form, design and materials;
- c) the development respects or enhances views, skylines, landmarks, existing street patterns, open spaces and other locally important features;



- d) the design and layout of the development maintains or enhances important existing site features of landscape, ecological, heritage or amenity value;
- e) boundary treatments and hard and soft landscaping are designed as an integral part of the development reflecting the function and character of the development and its surroundings. The Council will encourage the use of locally distinctive materials in boundary treatments.

Part B: Practical Requirements

New development (including changes of use) must meet practical requirements. The following criteria must be met:

- a) access to the site is practicable and the highway network will be able to safely accommodate the additional traffic the proposal will generate and not lead to an unacceptable increase in congestion;
- b) the design and layout of the development maintains and/or provides safe and convenient access for people with mobility impairments;
- c) the development incorporates or provides measures to minimise opportunities for crime and anti-social behaviour;
- d) the applicant/developer can demonstrate how the proposal will minimise the production of greenhouse gasses and impact on climate change as per the current regulations and policies in this plan;
- e) buildings and structures are designed and orientated to ensure adequate daylight, outlook and privacy for future and existing residents;
- f) provision is made for private amenity space, waste storage, separation and recycling facilities, vehicle and cycle parking; and
- g) The development reduces flood risk and opportunities are taken to integrate sustainable drainage within the development, creating amenity and enhancing biodiversity.

Part C: Impacts and Compatibility

New development (including changes of use) should be compatible with surrounding uses and minimise any adverse environmental impacts. The following criteria must be met:

- a) the development will not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby properties;
- b) the development, including any additional road traffic arising, will not have unacceptable levels of pollutions on air, land, water (including ground water), amenity, health or safety through noise, smell, dust, light, heat, vibration, fumes or other forms of pollution or nuisance;
- c) the health, safety or amenity of any occupants or users of the proposed development will not be materially harmed by any pollution from an existing or committed use; and

d) All new development should have regard to the most up to date adopted Essex Mineral Local Plan.

The development has considered climate change adaptation measures and technology from the outset including reduction of emissions, renewable and low carbon, passive design, and through green infrastructure techniques where appropriate.

When considering new development, applicants and developers should avoid adverse impacts upon the environment. Where this is not possible, mitigation measures should be put forward. As a last resort, compensate for adverse environmental impacts.

Any measures necessary to meet the above requirements are to be established by the applicant/developer.

This Policy contributes towards achieving Objectives 6, 7 and 8 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 13: Impact on Sustainability Objectives: Policy SPL3

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|---|----|-----|----|----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ++ | ++ | + | ++ | N/A | ++ | ++ | N/A |
| Medium | ++ | ++ | + | ++ | N/A | ++ | ++ | N/A |
| Long | ++ | ++ | + | ++ | N/A | ++ | ++ | N/A |

The Policy criteria can be seen to directly adhere to the assessment criteria regarding well-designed and sustainable housing, densities that make efficient use of land, promotion of sustainable travel, reducing actual crime and the fear of crime, protecting and enhancing the heritage and cultural assets of the District, and helping to reduce, reuse and recycle resources and minimise waste. There will also be a significant positive impact on the enhancement of natural, historic and environmental assets. In addition, a minor secondary positive impact will be realised regarding harnessing the District's economic strengths through good design contributing to regeneration and attractiveness for further possible investment.

Alternatives Considered

No alternatives have been considered reasonable for exploration, in light of the policy's local context and flexibility regarding specific characteristics. Any deviation from the Policy content and requirements that could be considered a distinctly different approach (for the purposes of exploration as a reasonable alternative within this SA) would not correspond to a requirement for local design and amenity policy in the NPPF and would likely lead to unsustainable development.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



5.4 Healthy Places Policies

Good health and wellbeing corresponds to a positive physical, social and mental state. The Council is committed to ensuring that its residents have healthier, happier and longer lives with less inequality. Tendring District has a higher than average proportion of older and disabled people and, for many, the provision of health services is an essential part of everyday life. For their residents, being able to access primary health care is one of the biggest concerns for the future with many people worried that more housing developments and an increasing population could have significant impact upon over-stretched health services.

The Local Plan's strategic objectives for Healthcare Needs are 'To work with partners in National Health Service, local health organisations and local community groups to ensure adequate provision of healthcare facilities to support growing communities.' The Healthy Places Policies section of the Plan contains the following policies:

- Policy HP1: Improving health and Wellbeing
- Policy HP2: Community Facilities
- Policy HP3: Green Infrastructure
- Policy HP4: Open Space, Sports and Recreation Facilities

5.4.1 Policy HP1: Improving Health and Wellbeing

The policy is as follows:

Policy HP1: Improving Health and Wellbeing

The Council will work to improve the health and wellbeing of residents in Tendring by:

- a) Working in partnership with the NHS and Public Health to ensure that our residents can access high quality primary and secondary health care services and that new and improved service are put in place, where appropriate, to serve the growing population;
- b) supporting the NHS (including local GP Surgeries) and Public Health to deliver a service which meets the needs of residents in Tendring District;
- c) working with stakeholders on projects that provide better service integration, locating services where access can be improved, particularly for vulnerable groups and communities;
- d) encouraging healthier communities through targeting of unhealthy lifestyles such as smoking and those which cause obesity as identified in the Joint Strategic Needs Assessment. The council will work in collaboration with partners, including Public Health, to avoid a concentration of fast food takeaways, where the number of outlets would be likely to harm public health objectives, particularly in deprived communities, local areas of poor health and near schools;
- e) requiring Health Impact Assessment (HIA) on all strategic development sites delivering 50 or more dwellings. The HIA should be carried out in accordance with the advice and best practice published by Public Health England and locally through the Essex Planning Officers

Association;

- f) seeking mitigation towards new or enhanced health facilities from developers where new housing development would result in a shortfall or worsening of health provision; and
- g) ensuring increased contact with nature and access to the district's open spaces and offering opportunities for physical activities through the Haven Gateway Green Infrastructure and Open Space Strategies.

This Policy contributes towards achieving Objectives 5 and 6 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 14: Impact on Sustainability Objectives: Policy HP1

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|----|---|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | ++ | + | N/A | N/A |
| Medium | N/A | N/A | N/A | N/A | ++ | + | N/A | N/A |
| Long | N/A | N/A | N/A | N/A | ++ | + | N/A | N/A |

Policy HP1 will have significant positive impacts on better social and health related outcomes through the Policy's primary focus. There will also be minor indirect positive impacts in the enhancement of natural assets associated with increased access to the district's open spaces and offering opportunities for physical activities through the Council's Green Infrastructure and Open Space Strategies.

Alternatives Considered

For exploration ahead of the Preferred Options stage, a reasonable alternative policy approach was considered:

- Alternative HP1(1) - to not require Health Impact Assessment (HIA) on all strategic development sites delivering 50 or more dwellings.

The appraisal of this Alternative is as follows:

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|---|---|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | - | + | N/A | N/A |
| Medium | N/A | N/A | N/A | N/A | - | + | N/A | N/A |
| Long | N/A | N/A | N/A | N/A | - | + | N/A | N/A |

The Alternative can be seen to have negative impacts on the primary related Sustainability Objective. The purpose of the HIA is to identify the potential health consequences of a proposal on a given population, maximise the positive health benefits and minimise potential adverse effects on health and inequalities. The Policy's approach of requiring HIA



on development sites over 50 dwellings is suitable for the level of facilities within the District and sufficiently low to ensure health related impacts are maximised from developments that could have a significant impact relative to the existing settlements and areas. To not require HIA from such developments (or to ensure its requirement only for larger scale developments) would not identify health impacts in the first instance, with the added issue of then not being able to mitigate them on a development basis.

Reason for Rejection – To not require HIA from such developments (or to ensure its requirement only for larger scale developments) would not identify health impacts in the first instance, with the added issue of then not being able to mitigate them on a development basis.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.

5.4.2 Policy HP2: Community Facilities

The policy is as follows:

Policy HP2: Community Facilities

The Council will work with the development industry and key partners to deliver and maintain a range of new community facilities. New development should support and enhance community facilities where appropriate by:

- a) providing on site where necessary or contributing towards new or enhanced community facilities to meet needs arising from the proposed development or growth and where possible, encourage co-location;

The loss or change of use of existing community or cultural facilities will be resisted unless:

- b) replacement facilities are provided on site, or within the vicinity, which meet the need of the local population, or necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision; or.
- c) it has been demonstrated that there is no longer a community need for the facility or demand for another community use on site.

This Policy contributes towards achieving Objectives 4, 5 and 6 of this Local Plan.



Significant, Temporal and Secondary Effects

Table 15: Impact on Sustainability Objectives: Policy HP2

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|---|----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | + | ++ | N/A | N/A | N/A |
| Medium | N/A | N/A | N/A | + | ++ | N/A | N/A | N/A |
| Long | N/A | N/A | N/A | + | ++ | N/A | N/A | N/A |

The Policy will have significant positive impacts on healthy lifestyles associated with Sustainability Objective 5 through delivering new or enhanced facilities are accessible to new communities.

There will be a minor positive secondary impact regarding sustainable transport uptake through ensuring that provision is provided on site and accessible by walking and cycling.

Alternatives Considered

It is considered that no alternative approaches could be considered reasonable in light of the requirements to seek the provision and retention of community facilities. Any deviations from the approach could be considered unreasonable in line with the baseline situation of the District and the requirements of the NPPF.

Proposed Mitigation Measures / Recommendations

At the Preferred Options stage the SA recommended that for completeness the Policy make reference to how such provision will be *secured*, whether through Section 106 contributions or CiL as appropriate and where Council procedures / schedules are in place or may be within the Plan period. This recommendation has taken forward in the current iteration of the policy through ensuring that the Council will work with the development industry to *deliver* such facilities on site, rather than seek to secure new community facilities through other means. No new proposed mitigation measures or recommendations are proposed at this stage.



5.4.3 Policy HP3: Green Infrastructure

The policy is as follows:

Policy HP3: Green Infrastructure

Green Infrastructure will be used as a way of adapting to, and mitigating the effects of climate change through the management and enhancement of existing spaces and habitats and the creation of new spaces and habitats, helping to provide shade during higher temperatures, flood mitigation and benefits to biodiversity, along with increased access.

All development must be designed to include and protect and enhance existing Green Infrastructure in the local area, as appropriate.

Green Infrastructure as identified on the Policy Map, will be protected, managed and where necessary enhanced by:

- a) Managing development to secure a net gain in green infrastructure;
- b) Supporting investment priority projects sets out in the Green Infrastructure Delivery Plan;
- c) Not permitting development that compromises the integrity of the overall Green Infrastructure networks;
- d) Investing in enhancement and restoration where opportunities exist; and
- e) Using developer contributions to facilitate improvements to their quality and accessibility.

The Council will work with all sectors and interest groups to help deliver Green Infrastructure projects. Developers should use the guiding principles set out in the Green Infrastructure Delivery Plan to influence all development proposals from an early stage in the design process. Any new Green Infrastructure proposed must be accompanied by a plan for the long-term sustainable maintenance and management of these assets, as well as phasing plans to demonstrate how they are to be delivered. New Green Infrastructure should incorporate semi-natural habitats and provide net gains in biodiversity wherever possible. The long-term management of assets should include biodiversity recording / monitoring to verify/ensure the ecological integrity of GI networks. Green Infrastructure should, where appropriate, include access for the widest range of user groups.

This Policy contributes towards achieving Objectives 6 and 8 of this Local Plan.



Significant, Temporal and Secondary Effects

Table 16: Impact on Sustainability Objectives: Policy HP3

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|----|----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | ++ | ++ | N/A | N/A |
| Medium | N/A | N/A | N/A | N/A | ++ | ++ | N/A | N/A |
| Long | N/A | N/A | N/A | N/A | ++ | ++ | N/A | N/A |

There will be significant positive impacts on all related Sustainability Objectives; specifically associated with the biodiversity, landscape and health related outcomes that enhancement to the Green Infrastructure network will ensure.

Alternatives Considered

It is considered that no alternative approaches to the Policy approach could be deemed reasonable in response to the NPPF requiring planning to encourage multiple benefits from the use of land in urban and rural areas, and the specific recommendations of the Haven Gateway Green Infrastructure Study and the Council's Open Spaces Strategy.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.

5.4.4 Policy HP4: Open Space, Sports and Recreation Facilities

The policy is as follows:

Policy HP4: Open Space, Sports and Recreation Facilities

The standards in the table below will be used to ensure the provision of adequate levels of open space for all local communities. This will be used to ensure adequate levels of provision for each type of open space, based on existing and future needs.

These standards will be reviewed if new local evidence on open space becomes available.

In line with the Council's Open Spaces Strategy, the Council will aim to achieve the following open space standards in the District, including providing accessible natural greenspace in accordance with Natural England's Accessible Natural Greenspace Standards unless updated local standards have been adopted.

PLEASE NOTE THIS TABLE MIGHT BE UPDATED FOLLOWING RECEIPT OF THE OPEN SPACE, SPORT AND RECREATION STUDY.

| TYPE OF SPACE | ACCESSIBILITY STANDARD | QUANTITY STANDARD |
|--|---|------------------------------|
| Parks and Gardens-e.g urban parks and formal gardens | Within 15 minutes' walk (1km) for urban populations*. | 1 ha per 1,000 population. |
| Amenity Greenspace-e.g. | Within 10-15 minutes' walk (600- | 0.75ha per 1,000 population. |



| | | |
|---|---|--|
| spaces within residential areas for formal and informal recreation | 1km) of whole population. | |
| Natural and Semi-Natural Greenspaces-e.g country parks, nature reserves, woodlands, meadows | At least one publicly accessible site of a minimum of 2ha in size within 20 minutes' walk (1.6km) of whole population. | 2.1ha per 1,000 population. |
| Green Corridors/Seafront-e.g. river/sea corridors, footpaths, cycleways and bridleways | One publicly accessible green corridor/promenade within 15minuteswalk (1km) of the entire urban population*. | 0.7ha per 1,000 population. |
| Allotments-e.g. growing produce, health, social inclusion and promoting sustainability. | At least one site within 15 minutes walking time (1000m) of the urban population*. At least one site within 20 minutes' drive time (5km) of the rural population. | 0.25ha per 1,000 population. |
| PLAYING PITCHES AND OUTDOOR SPORTS FACILITIES -e.g. includes playing fields, pitches, greens, courts and artificial pitches | | |
| Adult Football Pitches | At least one pitch within 10 minutes' drive time of the whole population. | One 2ha pitch per 500 males/female - aged-16- 45. |
| Junior Football Pitches | At least one pitch within 10 minutes' drive time of the whole population. | One 1ha pitch per 120 males population-aged10- 15 |
| Mini-Football Pitches | At least one pitch within 10 minutes' drive time of the whole population. | One 0.6ha pitch per 375 6-9 year olds . |
| Cricket Pitches | At least one pitch within 10 minutes' drive time of the whole population. | One 2ha pitch per 1,500 males-aged 11-55 |
| Rugby Pitches | At least one pitch within 10 minutes' drive time of the whole population. | One 2ha pitch per 3,500 males aged 13-45. |
| Hockey Pitches (synthetic turf) | At least one pitch within 20 minutes' drive time (10 miles/16km) of the whole population. | One 0.6ha pitch per 20,000 (aged 11-45 years old). |
| Tennis Courts | At least one court within 10 minutes' drive of the whole population. | One court per 1,750 people. |
| Outdoor Bowling Greens | At least one green within 20 minutes' drive time of the whole population. | One bowling green per 10,000 people. |



| | | |
|-------------------------------------|---|---|
| Golf Courses | At least one course within 20 minutes' drive time of the whole population. | One course per 30,000 people. |
| Athletics Tracks | At least one track within 30 minutes' drive time of the whole population. | One synthetic track per 250,000 people. |
| Multi-Use Games Areas (MUGA) | At least one MUGA within 10 minutes' drive time of the whole population. | One MUGA for all communities over 1,000 population |

PROVISION FOR CHILDREN AND YOUNG PEOPLE -e.g. sites with equipped play facilities The District Council will aim to achieve the following standards for the provision of children's play areas:

- Younger children - 0.15ha per 1,000 population
- Older children - 0.1ha per 1,000 population

For the purposes of the policy "younger" children are defined as children up to 8 years old and "older" children are defined as over 8 years old.

To achieve this, the district's existing Local Area for Play (LAP), Local Equipped Area for Play (LEAP) and Neighbourhood Equipped Area for Play (NEAP) areas, as owned and maintained by the council will be safeguarded and enhanced.

CEMETERIES AND CREMATORIUM

There is no quantity and accessibility standards set for this type of open space. However, the District Council has allocated and safeguarded for future expansion land at Weeley Crematorium, the Burrs Road Cemetery (Clacton), Dovercourt Cemetery and the Kirby Cross Cemetery as shown on the Policies Map.

The Council will support proposals for new cemeteries and other burial places (including those on private land) and the extension of existing facilities subject to meeting the requirements of other relevant policies sets out in this Local Plan.

INDOOR SPORTS FACILITIES

Indoor sports facilities including sports halls, health and fitness facilities and swimming pools are classed as 'Community Facilities' and are protected through Policy HP2. The Council will work with partners to improve the provision of indoor sports facilities in the district and will support proposals for new facilities subject to meeting the requirements of other policies in this Local Plan and may consider the use of all delivery mechanism including Community Infrastructure Levy to help deliver new and improve existing indoor sports facilities to meet the needs of a growing population.

All residential developments will be required to contribute to open space by either providing new areas or improving the quality or accessibility of existing open space. However, due to viability issues small schemes may not prove cost effective for the council to administer.

Proposals for residential development on site of 1.5 hectares and above are required to provide on-site open spaces based on local needs or deficiencies. In exceptional cases where the District Council agrees that provision would be best met off-site, development contributions along with the arrangements for securing

commuted payments toward provision and future maintenance through planning obligations.

The quality standards for each typology of Open Space, Sports and Recreation Facilities are sets out in the Council's Open Space Strategy (2009). Developers are required to take into consideration the local quality standards for new or enhancement of existing open spaces in the District.

Significant, Temporal and Secondary Effects

Table 17: Impact on Sustainability Objectives: Policy HP4

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|---|-----|----|---|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | + | N/A | ++ | + | N/A | N/A |
| Medium | N/A | N/A | + | N/A | ++ | + | N/A | N/A |
| Long | N/A | N/A | + | N/A | ++ | + | N/A | N/A |

The Policy will have significant positive impacts on building sustainable and resilient communities and health related sub-criteria. Minor positive indirect impacts can also be expected associated with biodiversity and landscape. There will be secondary positive impacts regarding tourism in association with the Policy's aim to achieve enhancements to green corridors and the seafront which can be seen as complimentary to the visitor attraction of such areas.

Alternatives Considered

It is considered that no alternative approaches to the Policy approach could be deemed reasonable in response to National requirements, the available evidence for the District (Tendring Open Space Strategy) and the current baseline in regards to the health of the District's population.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



5.5 Living Places Policies

The Local Plan's strategic objectives for Housing Delivery are "To provide new dwellings within Tendring District up to 2033 of sufficient variety in terms of sites, size, types, tenure and affordability to meet the needs of a growing and ageing population" and "To deliver high quality sustainable new communities".

One of the government's main objectives, as set out in the National Planning Policy Framework, is to significantly increase the delivery of new housing to ensure that everyone will have the opportunity to live in high quality, well-designed homes, in a community where they want to live. To achieve this objective, all Local Planning Authorities including Tendring District Council must plan for increased house building, looking to meet the full requirements for market and affordable housing as determined by the Council, using local objectively prepared assessments.

To determine how many new homes are likely to be needed in the future, the Council worked in partnership with Colchester Borough Council, Braintree District Council and Chelmsford City Council to commission an 'Objectively Assessed Housing Needs Study'. The 2015 study determined that the combined authority area was the correct geography to undertake 'strategic market housing area assessment'. The study took its baseline from 2013/14, effectively re-setting our Tendring's housing needs – moving away from the East of England Plan housing targets to the new locally derived housing needs targets.

This section of the plan contains the following policies:

- Policy LP1: Housing Supply
- Policy LP2: Housing Choice
- Policy LP3: Housing Density and Standards
- Policy LP4: Housing Layout
- Policy LP5: Affordable and Council Housing
- Policy LP6: Rural Exception Sites
- Policy LP7: Self-Build and Custom-Built Homes
- Policy LP8: Backland Residential Development
- Policy LP9: Traveller Sites
- Policy LP10 Care, Independent Assisted Living
- Policy LP11: HMO and Bedsits



5.5.1 Policy LP1: Housing Supply

The policy is as follows:

Policy LP1: Housing Supply

The Council will work with the development industry and other partners to deliver a minimum new homes increase of 11,000 (net) between 1st April 2015 and 31st March 2033 to support economic growth and meet objectively assessed requirements for future housing in the district. This supply of new homes will be delivered from the following sources:

| Supply Source to March 2033 | @ 550 HOMES / YEAR |
|---|--------------------|
| Large sites with Planning Permission or a resolution to grant planning permission | 5,527 |
| Strategic Allocations – Mixed Use (SAMU Policies) | 2,680 |
| Strategic Allocations – Housing (SAH Policies) | 564 |
| Medium Sized Allocations (MSA Policies) | 530 |
| Tendring Colchester Garden Community | 1,250 |
| TOTALS | 11,551 |

This Policy contributes towards achieving Objectives 1 and 6 of this Local Plan.

The identification of housing number options...

The Sustainability Appraisal at this stage broadly appraises the sustainability implications of different scales of growth in the District. It should be acknowledged that the suitability and sustainability implications of differing levels of growth directly respond to the viability, achievability and suitability of specific site allocations and their cumulative impacts together and this has been reflected elsewhere in this appraisal.

Options for the quantum of development in the District have been identified through the Local Plan's evidence base, most notably the OAN study. Although the decision was to halt the previous Local Plan in reflection of the District's objectively assessed needs, it is useful to assess the implications of the previously identified housing numbers for comparison and robustness.

The new Objectively Assessed Housing Needs evidence of December 2015 concluded that the total objectively assessed need for housing in Tendring District would be within a range of 500 to 600 homes each year and recommended an OAN of 550 be taken as the annual housing completions target, coupled with the testing of up to 600 homes each year to accommodate any data change requiring an uplift. The implications of the different scenarios within this broad range, or threshold, have been explored in this section where they exist. This includes the target of 550dpa as identified within Policy LP1.

In addition, indicative higher and lower figures have been appraised. The higher figure represents a dwelling per annum target that is higher than that of the OAN Report. The lower figure represents that of the previous, halted Local Plan.



The last iteration of the Local Plan process identified an overall, dwelling per annum total of 375, equating to 5,625 dwellings over a 15 year plan period. Although both the higher and lower figures can be considered 'unreasonable' alternatives for the purposes of the new emerging Local Plan, their re-appraisal at the Preferred Options and Draft Publication stages offer an insight to what can be considered a suitable quantum of growth for this Plan. The options therefore are:

- Option 1: A lower-range OAN growth scenario of an average of 500 dwellings per annum over the plan period
- **Policy LP1:** A mid-range OAN growth scenario of an average of 550 dwellings per annum over the plan period
- Option 2: A higher-range OAN growth scenario of an average of 600 dwellings per annum over the plan period.
- Option 3: An indicative higher growth scenario than that identified in the new OAN study (>600 dwellings per annum).
- Option 4: The previous Local Plan target of 375 dwellings per annum - an indicative lower growth scenario than that identified in the OAN study.

The following table broadly explores the sustainability implications of growth at these levels.

Significant, Temporary and Secondary Effects

Table 18: The appraisal of different growth scenarios

| SA Objective | Option 1: 500 dpa | Policy LP1: 550 dpa | Option 2: 600 dpa | Option 3: >600 dpa | Option 4: 375 dpa |
|---|---|---------------------|-------------------|--------------------|-------------------|
| 1) To provide decent and affordable homes for all | | | | | |
| - Will it provide the homes needed to support the existing and growing population? | ? | + | + | ++ | - |
| - Will it provide more affordable homes across the District? | ? | + | + | ++ | - |
| - Will it deliver a mix of housing types to meet the diverse needs of the District? | ? | + | + | ++ | - |
| - Will it deliver well designed housing? | N/A | N/A | N/A | N/A | N/A |
| Commentary | Option 3 can be expected to have the most significant positive impacts on housing provision, associated with a higher level of growth. Assumptions can be made that a higher quantum would respond well to increasing affordable units and a mix of dwelling types. In contrast, Option 4 will have negative impacts in line with it not responding to objectively assessed and identified needs, particularly in the latter stages of the Plan period. | | | | |



| SA Objective | Option 1: 500 dpa | Policy LP1: 550 dpa | Option 2: 600 dpa | Option 3: >600 dpa | Option 4: 375 dpa |
|--|---|---------------------|-------------------|--------------------|-------------------|
| | Regarding OAN, it can be expected and assumed that the Policy target and those of Options 1 and 2 can all be expected to have similar positive impacts on this objective. For the purposes of comparison however, there will be a large amount of uncertainty surrounding Options 1's comparative inflexibility and ability to accommodate any data change requiring an uplift, as specified in the OAN Report. Option 3, in exploring a higher number of 600+ dpa will more positively impact on this objective than that of the Policy and Option 2 in the context of a high level assessment; however it can be said that the indicative higher Option 3 may not lead to sustainable development in line with the available and suitable land identified within the wider Plan. The Policy target and Option 2, are not distinct enough to have sufficiently different sustainability impacts in regard to this objective, however it should be noted that the higher figure of 600 dpa at the Preferred Options stage resulted in the need for an Expanded Settlement at Weeley. | | | | |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | |
| - Will it promote regeneration? | + | + | + | - | + |
| - Will it reduce the need for development on greenfield land? | + | ? | - | -- | ++ |
| - Will it provide good accessibility by a range of modes of transport? | + | + | ? | - | + |
| - Will densities make efficient use of land? | ? | + | + | -- | ? |
| Commentary | It could be assumed that Option 4 would have the most significantly positive impacts on this objective, in so far as a higher proportion of development can be expected to be deliverable on brownfield sites through a lower quantum of development. This represents an efficient use of land in sustainable locations with existing transport infrastructure. Nevertheless, brownfield sites are increasingly in short supply, through a historic focus on such sites, and cannot be expected to deliver a sufficient housing supply over the plan period. In light of this assumption, Option 4 will have uncertain impacts on this objective, where greenfield requirements are likely to be smaller than other options, and thus less likely to be an efficient use of land for the purposes of meeting infrastructure thresholds and delivering growth at the levels required to stimulate infrastructure delivery. In contrast, it can be expected that Option 3, representing the highest level of growth and thus the largest possibility of increasing infrastructure, would not guarantee development in sustainable locations. Importantly, in consideration of the relationship between the previously preferred Expanded Settlement at Weeley associated with Option 2, it is likely that Option 3 would require the development of more than one Expanded Settlement which is likely to lead to unsustainable development or the saturation of housing in particular areas. Policy LP1 will have positive impacts on this objective in so far as it can deliver the best possible mix of brownfield development, proportionate expansion of existing settlements and development in new sustainable locations that can meet infrastructure requirements for the benefit of new and existing communities. Options 2 will have | | | | |



| SA Objective | Option 1: 500 dpa | Policy LP1: 550 dpa | Option 2: 600 dpa | Option 3: >600 dpa | Option 4: 375 dpa |
|--|---|---------------------|-------------------|--------------------|-------------------|
| | uncertain and minor negative impacts on Greenfield land associated with its loss at progressively higher dwelling targets. | | | | |
| 3) Harness the District's economic strengths | | | | | |
| - Will it improve the delivery of a range of employment opportunities to support the growing population? | + | + | + | - | - |
| - Will it contribute to the Cultural, Visitor and Tourism sector? | + | + | + | + | + |
| - Will it enhance the vitality and viability of town centres? | ++ | ++ | ++ | ++ | ++ |
| - Will it sustain the rural economy? | + | + | ++ | ++ | - |
| Commentary | The relationship between growth and economic performance underpins sustainable development; however the baseline profile of the District is such that spatially the locations of the highest population and employment opportunities are largely disparate. With this in mind, the requirements to deliver sustainable development are more acute. Options 3 and 4, presenting the highest and lowest scale of growth, have been assessed as having negative impacts, for the purposes of requiring a significant amount of new employment generation in potentially a number of new, more marginally located locations (Option 3), and in predominantly existing settlements (Option 4) respectively. In order for growth to be supported by employment opportunities, Option 1 and the Policy target represent the highest probability of mixed-use developments delivering employment opportunities in existing settlements and urban areas. These can be considered suitably sustainable for the purposes of addressing notions of self-sufficiency. Option 2 is assessed as having more positive impacts than Options 1 and 2, due to the primary difference of this upper OAN target than others being the allocation of additional growth at Weeley (as was allocated within the Preferred Options Plan), responding to an opportunity to deliver a mixed-use scheme that can be effectively masterplanned and offering wider rural benefits. All of the options will contribute to the enhancement of town centres associated with a growth being directed to such areas in all instances. This is also the case for supporting the rural economy with the exception of Option 4, which will see a much larger percentage of overall growth in urban areas. | | | | |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | |
| - Will it reduce the need to travel? | + | + | + | -- | ++ |



| SA Objective | Option 1: 500 dpa | Policy LP1: 550 dpa | Option 2: 600 dpa | Option 3: >600 dpa | Option 4: 375 dpa |
|---|---|---------------------|-------------------|--------------------|-------------------|
| - Will sustainable modes of transport increase? | + | + | + | -- | ++ |
| - Will it promote development of the ports? | ? | ? | ? | ? | ? |
| Commentary | Option 3 will have significant negative impacts on transport related criteria due to an increased likelihood that more marginal locations would be required that do not correspond to public transport accessibility and links to an existing town. In contrast, Option 4 will have significantly positive impacts associated with a higher percentage of growth being located within or as extensions to existing settlements. Option 2 will have positive impacts associated with the previously allocated required Expanded Settlement being located within Weeley; benefitting from existing transport infrastructure, including rail, and with good routes to Clacton, Harwich and Colchester. Option 1 and the Policy target will have positive impacts associated with a large proportion of development occurring in sustainable locations. | | | | |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | |
| - Will it provide access to education, recreation and community facilities? | + | + | ++ | ++ | ? |
| - Will it ensure healthier lifestyles and access to healthcare facilities? | ? | ? | + | + | - |
| - Will existing open spaces be protected and new open space be created? | + | + | + | + | ? |
| - Will levels of educational attainment improve? | ? | ? | ? | ? | ? |
| - Will it reduce actual crime and the fear of crime? | ? | ? | ? | ? | ? |
| Commentary | Options 2 and 3 will have positive impacts on education provision through an increased likelihood that new schools will be provided through the creation of new or expanded communities. The scale of growth at the upper | | | | |



| SA Objective | Option 1: 500 dpa | Policy LP1: 550 dpa | Option 2: 600 dpa | Option 3: >600 dpa | Option 4: 375 dpa |
|---|--|---------------------|-------------------|--------------------|-------------------|
| | range and above will also ensure provision of significant infrastructure regarding open space, recreation and possibly healthcare facilities. The mid and lower ranges of the suggested OAN figures, responding to Options 1 and Option 4, will have more uncertain impacts associated with the provision of new primary schools should they be required. The Policy target in contrast can be evidenced as suitable throughout the Plan. Negative and uncertain impacts have been highlighted for Option 4 in association with a higher percentage of development being singularly focused on existing urban areas, which is unlikely to see District wide gains. Options 2 and 3 offer the most positive impacts in regard to their increased capability of meeting associated infrastructure thresholds and requirements through new or expanded communities. | | | | |
| 6) Protect and enhance natural, historic and environmental assets | | | | | |
| - Will heritage assets and sites of potential archaeological importance be protected or enhanced? | + | + | + | ? | + |
| - Will conservation areas be protected or enhanced? | + | + | + | ? | + |
| - Does it provide areas of accessible green space to allow the dispersal of species? | + | + | + | + | ? |
| - Will it protect or enhance designated areas of the countryside (including landscape) and coastal environment? | ? | ? | ? | ? | ? |
| - Will it protect Greenfield land? | - | - | - | -- | + |
| Commentary | Although the majority of the criteria for this sustainability objective relate more specifically to particular sites, it can be expected that suitable local and national policy approaches exist to prevent the majority of impacts. For this reason there will be positive impacts for the majority of the options. Despite this, Option 3 is assessed as having uncertain impacts on heritage and biodiversity related criteria as it can be assumed that a higher level of growth would have a greater possibility of negative biological and archaeological impacts and impacts on the | | | | |

| SA Objective | Option 1: 500 dpa | Policy LP1: 550 dpa | Option 2: 600 dpa | Option 3: >600 dpa | Option 4: 375 dpa |
|---|---|---------------------|-------------------|--------------------|-------------------|
| | Conservation Areas of the District's villages. As such protection and enhancement could prove comparatively more problematic. All options will see the loss of greenfield land, with positive impacts awarded for Option 4 for comparison purposes. | | | | |
| 7) Reduce contributions to climate change | | | | | |
| - Will it reduce greenhouse gas emissions? | + | + | ? | - | + |
| - Will sustainable design and construction techniques be employed? | + | + | + | + | + |
| - Will it lead to an increased proportion of energy needs being met from renewable resources? | 0 | 0 | 0 | 0 | 0 |
| - Will it reduce pollution? | + | + | ? | - | + |
| Commentary | Regarding transport emissions and general pollution, Options 2 and 3 will have uncertain and negative impacts respectively due to an increased likelihood that more marginal locations (including the previously explored Expanded Settlement at Weeley for Option 2) would be required that do not correspond to public transport accessibility, links to an existing town as preferable in order to minimise transport emissions and also would lead to a larger scale of development across the District. In contrast, Option 4 will have positive impacts associated with a larger proportion of development occurring in urban areas; sustainable locations with public transport links. Options 1 and the Policy target also strike a balance between focusing growth in close proximity to existing public transport links and existing towns. It is assumed that sustainable design criterion will see the same impacts across all options in relation to these issues being more of a development management matter. | | | | |
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | |
| - Will water quality be maintained or improved? | ? | ? | ? | ? | ? |
| - Will it reduce the risk of flooding? | + | + | + | + | + |
| - Does it minimise | ? | ? | ? | ? | ? |



| SA Objective | Option 1: 500 dpa | Policy LP1: 550 dpa | Option 2: 600 dpa | Option 3: >600 dpa | Option 4: 375 dpa |
|--|--|---------------------|-------------------|--------------------|-------------------|
| waste and increase rates of reuse and recycling? | | | | | |
| - Will it deliver SuDS and improve drainage? | + | + | + | + | + |
| Commentary | There will be uncertain impacts on water quality resulting from all of the options within this high level assessment and without the consideration of specific sites. All options will have positive impacts on reducing the risk of flooding where suitable local and national policy exists to ensure that flood risk is not increased through development being permitted. All options will also have uncertain impacts on waste minimisation where this can be viewed as relevant to the design and layout of specific developments and promoting cultural changes. All options will also lead to development that will be able to integrate SuDS. | | | | |

Policy LP1 Reason for Selection – The Policy has been selected as it responds to the recommended housing supply figure emanating from the OAN Report (2015). In addition, the figure represents the most appropriate quantum for development in regard to the most suitable, available, deliverable and developable sites that were explored within the plan-making process.

Option 1 Reason for Rejection – The option has been rejected as it responds to a lower OAN target, which is comparatively less appropriate to provide flexibility to accommodate external factors such as market failure.

Option 2 Reason for Rejection – The higher OAN figure was previously preferred in the Preferred Options Plan, however resulted in the need to allocate an Expanded Settlement at Weeley. This has since been deemed comparatively less appropriate than accommodating growth in line with the notion of the Spatial Strategies of both Section One and Section Two and in the assessment of the suitability of other sites promoted throughout the plan-making process.

Option 3 Reason for Rejection – A target of 'above OAN' was rejected due to it resulting in unsustainable development patterns throughout the District and the possible creation of multiple new communities.

Option 4 Reason for Rejection – This option was rejected as it is not a reasonable alternative; the option does not meet the District's OAN housing requirements and is therefore not NPPF compliant.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



5.5.2 Policy LP2: Housing Choice

Policy LP2: Housing Choice

The Council will work with the development industry and housing providers to deliver a mix of dwelling types, sizes and tenure within the housing growth proposed for the District which reflects the Council's overarching vision for growth in Tendring District and the evidence of housing need contained in its latest Strategic Housing Market Assessment (SHMA), which will be the subject of periodic review.

On developments of 11 or more (net) dwellings, the Council will expect to see a mix of dwelling size, type and tenure that broadly reflects the housing need identified in the latest Strategic Housing Market Assessment unless there are specific housing mix requirements for a particular site, as set out in site-specific policies in this Local Plan, or genuine physical or economic viability reasons why this mix cannot be achieved. The Council will also require a proportion of the new properties to be provided in the form of Council Housing or affordable housing in line with the requirements in Policy LP5.

The Council will support the development of bungalows, retirement complexes, extra care housing, independent living, starter homes, self-build and other forms of residential accommodation aimed at meeting the future needs of older and disabled residents as well as family housing. Support will also be given to innovative development proposals subject to consideration of other Local Plan policies.

This Policy contributes towards achieving Objectives 1 and 6 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 19: Impact on Sustainability Objectives: Policy LP2

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|---|---|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ++ | N/A | N/A | N/A | + | ? | N/A | N/A |
| Medium | ++ | N/A | N/A | N/A | + | ? | N/A | N/A |
| Long | ++ | N/A | N/A | N/A | + | ? | N/A | N/A |

The Policy will see significantly positive impacts on criteria related to providing decent and affordable homes for all through the requirements for a mix of dwelling types, sizes and tenures to meet needs. This will also maximise the possibility that the market will provide homes that are affordable in reflection of such needs. There will also be positive impacts on building stronger communities through such a mix of types, sizes and tenures ensuring that the benefits of new development, either directly or associated, are equitable to all members of the community.

There will be an uncertain impact on cultural heritage in regards to a mix of sizes and types not being conducive to specific characteristics in some locations, particularly in response to the requirements to protect enhance Conservation Areas. This is however adequately covered in separate policy dealing with the historic environment.

Alternatives Considered

The National Planning Policy Framework requires Councils to plan for a mix of new housing based on current and future demographic trends, market trends and different groups within the community. With this, and such policy compliance, at the forefront of the Policy's development, there can be considered no reasonable alternatives that exist for exploration.



Proposed Mitigation Measures / Recommendations

At the Preferred Options stage, the SA recommended that 'the Policy could make reference to the protection of the historic built environment as a physical reason why a housing mix cannot be achieved in some instances related to the protection and enhancement of specific designations.' Although not included within the policy, other policies adequately address this issue. The recommendation is no longer considered valid.

5.5.3 Policy LP3: Housing Density and Standards

Policy LP3: Housing Density and Standards

New residential and mixed-use development (including conversions and changes of use) must achieve an appropriate housing density that has regard to the following factors:

- a) accessibility to local services;
- b) national minimum internal floor-space standards;
- c) the required mix of housing;
- d) the character of development (and where appropriate enhance that character) in the immediate area;
- e) for the edge of greenfield sites, the need for an appropriate transition between built development and the open countryside; and
- f) on-site infrastructure requirements that will need to be incorporated into the layout of the development (including green infrastructure, highways and footpaths built to adoptable standards and any community facilities).

This Policy contributes towards achieving Objectives 1 and 6 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 20: Impact on Sustainability Objectives: Policy LP3

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|-----|-----|---|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | + | ++ | N/A | N/A | + | N/A | N/A | N/A |
| Medium | + | ++ | N/A | N/A | + | N/A | N/A | N/A |
| Long | + | ++ | N/A | N/A | + | N/A | N/A | N/A |

The Policy will have significant positive impacts on ensuring that densities make an efficient use of land by adopting a flexible approach that will determine housing applications on a case-by-case basis that has regard to local characteristics. This will also ensure positive impacts on housing growth by ensuring viability as opposed to ensuring



specific dwelling per hectare targets across urban and rural areas. This will also have secondary positive impacts on building stronger communities, where it can be expected that new housing growth can be effectively integrated into existing built up areas and communities.

Alternatives Considered

Two alternatives have been explored for this policy. These relate to:

- Alternative LP3(1): Set Minimum / Maximum Densities
- Alternative LP3(2): Leave to NPPF
- The appraisal of this Alternative is as follows:

| Alternative LP3(1) – Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|---------------------------------------|--------------------------------|---|-----|-----|---|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ? | ? | N/A | N/A | ? | N/A | N/A | N/A |
| Medium | ? | ? | N/A | N/A | ? | N/A | N/A | N/A |
| Long | ? | ? | N/A | N/A | ? | N/A | N/A | N/A |
| Alternative LP3(2) – Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | - | - | N/A | N/A | - | N/A | N/A | N/A |
| Medium | - | - | N/A | N/A | - | N/A | N/A | N/A |
| Long | - | - | N/A | N/A | - | N/A | N/A | N/A |

Alternative LP3(1) has been assessed as having uncertain impacts for relevant criteria in comparison to the preferred policy approach. This is related to the comparative inflexibility of the approach in consideration of suitable densities in the context of the specific area of each individual proposal; blanket density requirements being unlikely to be locally specific and suitable for more than any single area.

Reason for Rejection – This alternative was considered to be inflexible to the balance of factors that can contribute to sustainable development and meeting development needs in the District. For this reason, it was rejected.

Alternative LP3(2) will have negative impacts in so far as the approach would not be NPPF compliant in consideration of the requirement for LPAs to set their own densities to reflect local circumstances. The NPPF can not be relied on to ensure appropriate densities are secured, particularly in response to applications that can otherwise be deemed sustainable.

Reason for Rejection – Leaving this element of the Plan to the NPPF would not reflect local circumstances. For this reason, the alternative was rejected and the Policy included.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.



5.5.4 Policy LP4: Housing Layout

Policy LP4: Housing Layout

POLICY LP4: HOUSING LAYOUT

To ensure positive contribution towards the district's 'sense of place', the design and layout of new residential and mixed-use developments in the Tendring District will be expected to:

- a) promote health and wellbeing by incorporating and maximising the use of green infrastructure, verges, trees and other vegetation. Proposals for residential development on sites of 1.5 hectares and above are required to provide at least 10% of the gross site area as public, open space (unless there are more specific open space requirements set out in policies relating to the site in question).
- b) minimise the opportunities for crime and anti-social behaviour by ensuring good surveillance, clear definition between public and private spaces and convenient access for emergency services;
- c) ensure internal road layouts can safely and comfortably accommodate emergency services, waste collection services, buses (where necessary) and other large vehicles;
- d) minimise the need for and reduce the resulting visual and safety implications of on-street parking by ensuring dwellings have sufficient off-street parking space to accommodate the likely number of vehicles;
- e) aside from town centres respect the character of Tendring by delivering housing development at densities more in keeping with the semi-rural nature of parts of the district;
- f) respect the historical and settlement hierarchy character of Tendring District by delivering housing development at densities in keeping with the urban nature of parts of the District including the town centres;
- g) ensure dwellings meet minimum standards of internal space; and
- h) meet all other requirements of the Local Plan.

To ensure new developments meet these requirements and other requirements of policies in this Local Plan, the Council will sometimes work with landowners, developers and other partners, particularly on larger schemes, to prepare master plans or development briefs prior to the submission of planning applications.

In determining planning applications, the Council will also refer to the guidance provided in the Essex Design Guide for Residential & Mixed-Use Developments, 'Building for Life' and the 'Manual for Streets' and as superseded.

This Policy contributes towards achieving Objectives 1, 5 and 6 of this Local Plan.



Significant, Temporal and Secondary Effects

Table 21: Impact on Sustainability Objectives: Policy LP4

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|---|-----|-----|----|----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ++ | + | N/A | N/A | ++ | ++ | N/A | N/A |
| Medium | ++ | + | N/A | N/A | ++ | ++ | N/A | N/A |
| Long | ++ | + | N/A | N/A | ++ | ++ | N/A | N/A |

The Policy will ensure significant positive impacts regarding well designed housing and in building stronger more resilient communities through a flexible approach to determining applications based on local characteristics. The policy will also ensure suitable open space and natural surveillance requirements. There will also be minor positive impacts on housing densities, accessibility and enhancing natural and historic assets. Such a flexible approach can be seen to be relevant to strategic and non-strategic proposals and equally applicable to brownfield and Greenfield development.

Alternatives Considered

The inclusion of the Policy within the Plan ensures that developers are aware of the requirements of a successful proposal and also the Council's flexible stance in terms of ensuring that sense of place is ensured. An alternative of not including the Policy and relying of other policy content of the Plan and would have no impact on any of the Sustainability Objectives. The Preferred Policy approach can be seen to have significant and other more minor positive impacts for the District. For these purposes, and in line with re-enforcing the aspirations of the Plan's Vision, it has been determined that there are no other approaches which could be considered reasonable.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.



5.5.5 Policy LP5: Affordable and Council Housing

Policy LP5: Affordable and Council Housing

To promote a mix of housing tenure in the district and address the housing needs of people and families with lower incomes who cannot afford to buy or rent housing on the open market, the Council will work with the development industry to provide new affordable and council housing.

For development proposals outside of the Tendring Colchester Borders Garden Community, involving the creation of 11 or more (net) homes, the Council will expect 25% of new dwellings, (including conversions) to be made available to Tendring District Council (subject to viability testing) or its nominated partner(s) to acquire at a proportionate discounted value for use as affordable or council housing.

As an alternative, the Council will accept a minimum 10% of new dwellings, (including conversions) to be made available to Tendring District Council or its nominated partner(s) to acquire at a proportionate discounted value for use as council housing alongside a financial contribution toward the construction or acquisition of property for use as council housing equivalent to delivering the remainder of the 25% requirement.

To avoid an over-concentration of council housing in one location, no single group of council houses will exceed ten dwellings and to ensure positive integration between the residents of council housing and market housing, there should be no noticeable difference in the appearance or quality between dwellings to be sold on the open market and those to be acquired and managed by the Council or its nominated partner(s).

The size and type of council housing will be specified by the Council on a case-by-case basis having regard to the latest housing needs register and will be the subject of negotiation between the Council and the developer or applicant.

Proposals that involve the provision of alternative forms of affordable housing will be accepted as long as they offer equal or greater benefit to the community in providing affordable housing, in perpetuity, for local people.

All planning applications that include residential development of 11 or more net dwellings must include an affordable housing statement.

This Policy contributes towards achieving Objective 1 of this Local Plan

Significant, Temporal and Secondary Effects

Table 22: Impact on Sustainability Objectives: Policy LP5

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|---|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ++ | N/A | N/A | N/A | + | N/A | N/A | N/A |
| Medium | ++ | N/A | N/A | N/A | + | N/A | N/A | N/A |
| Long | ++ | N/A | N/A | N/A | + | N/A | N/A | N/A |

The Policy will have significant positive impacts on affordable housing delivery, with specific additional significance related to elements of affordable stock being controlled as to who can and cannot qualify. At the Preferred Options stage, a requirement of 30% was identified; however there were some viability concerns with the approach at that stage.



Emerging affordable housing viability evidence for the District has confirmed these initial concerns. The Policy's requirement of 25% ensures that the District's specific current identified needs would be met to the direct benefit of existing communities. This can be seen as a sustainable approach in that it directly meets needs as they have been identified within the District.

Alternatives Considered

Two alternatives have been explored for this policy. These relate to:

- Alternative LP5(1): To only ensure provision for open market affordable housing
- Alternative LP5(2): Set an alternative target (the previous Preferred Options requirement of 30%)

The appraisals of these alternatives are as follows:

| Alternative LP5(1) – Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|---------------------------------------|--------------------------------|-----|-----|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ++ | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Medium | ++ | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Long | ++ | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Alternative LP5(2) – Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ? | N/A | N/A | N/A | ? | N/A | N/A | N/A |
| Medium | ? | N/A | N/A | N/A | ? | N/A | N/A | N/A |
| Long | ? | N/A | N/A | N/A | ? | N/A | N/A | N/A |

Alternative LP5(1) will have similar impacts as the preferred Policy, however with no additional benefits to existing communities through ensuring that their needs are directly met through council managed affordable units. This alternative has been rejected in so far as it does not adequately address extensive public consultation, which has highlighted concerns that if affordable housing is not properly managed and there are no strict controls on who can and cannot qualify, it could encourage people from outside of Tendring to move to the area for affordable accommodation, placing people with long-standing local connections at a disadvantage.

Reason for Rejection – This alternative was rejected as it would not offer additional benefits to existing communities through ensuring that their needs are directly met through council managed affordable units. The District Council is similarly concerned that the alternative could encourage people from outside of Tendring to move to the area for affordable accommodation,



Alternative LP5(2) has been re-assessed as having uncertain impacts. A higher percentage may not respond to objectively assessed need in so far as it can be assumed to make development less profitable and ultimately less attractive within the District. This could affect the Borough's requirements to deliver not only affordable units but market housing in general, which would have significantly negative social and economic connotations over the plan period.

Reason for Rejection – This alternative was rejected due to the findings of emerging affordable housing viability evidence that suggests that an initial target of 30% could lead to issues surrounding delivery in the plan area.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.5.6 Policy LP6: Rural Exception Sites

Policy LP6: Rural Exception Sites

Council Housing and other forms of affordable housing may be permitted on sites adjoining the Settlement Development Boundaries of 'Rural Service Centre' or 'Smaller Rural Settlement' as defined by the spatial hierarchy as an exception to normal settlement policy to meet a specific identified local need that cannot be otherwise met.

To justify this form of development, applicants must demonstrate a shortage of council / affordable Housing, where provision would offer long term security of tenure to existing residents within the relevant Parish needing separate accommodation in the area and other persons with strong local connections within the Parish in terms of employment or longstanding family or previous residence links and who require accommodation in the area.

Proposals will need the support of the relevant Parish or Town Council and be expected to meet all of the following criteria:

EVIDENCE OF LOCAL NEED

The proposal must include detailed and up to date evidence of local need for council / affordable Housing within the Parish, proven to the satisfaction of the District Council. The detail of any planning application should show that the number of council / affordable homes will not exceed the number, size and tenure genuinely required to meet the identified local housing need.

THE CONTENT OF SCHEMES

A proposal shall cater primarily for local needs. However, to assist with the economic viability of the overall development and provide an incentive to landowners to release their land, a maximum of one in three dwellings in the overall development can be provided for sale or rent on the open market.

SECURE ARRANGEMENTS

Secure arrangements must be in place, before the granting of planning permission, that:

- a) ensure that all the council / affordable homes within the scheme remain exclusively for local need through control of occupation during the lifetime of the development and that the low-cost benefits of the housing provision pass on to subsequent occupants meeting the criteria of local need;
- b) ensure that the necessary long-term management of the scheme is permanently secured; and



- c) provide that where a vacated council / affordable home in the scheme cannot be filled by persons in local need within the Parish, that the home is made available within Tendring District on the same basis of need to secure its occupation.

LOCATION AND ENVIRONMENTAL CONSIDERATIONS

The proposal shall have no significant material adverse impact on the landscape, residential amenity, highway safety, or the form and character of the settlement to which it adjoins.

This Policy contributes towards achieving Objective 1 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 23: Impact on Sustainability Objectives: Policy LP6

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|-----|-----|---|---|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | + | ++ | N/A | N/A | + | + | N/A | N/A |
| Medium | + | ++ | N/A | N/A | + | + | N/A | N/A |
| Long | + | ++ | N/A | N/A | + | + | N/A | N/A |

The Policy will have significant positive impacts on the sustainable use of land in so far as it is inclusive and positively worded to ensure that rural exception schemes adjoining settlement boundaries are acceptable in principle. This is provided there are no detrimental impacts on built form or landscape, to which positive impacts have been highlighted; this ensures a suitable balance between environmental and social pressures. There will also be a positive impact on sustainable communities in line with the requirements of identified need having to be proven, and also positive impacts associated with affordable housing delivery.

Alternatives Considered

A single alternative has been explored for this policy. This relates to:

- Alternative LP6(1): A less restrictive policy on Rural Exception proposals

The appraisal of this Alternative is as follows:

| Alternative LP6(1) – Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|---------------------------------------|--------------------------------|---|-----|---|---|---|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ++ | ? | N/A | - | + | - | N/A | N/A |
| Medium | ++ | ? | N/A | - | + | - | N/A | N/A |
| Long | ++ | ? | N/A | - | + | - | N/A | N/A |

The alternative will have significantly positive impacts on associated housing growth in comparison to the Preferred Policy approach, with associated community benefits; this is related to a larger number of schemes being permitted outside development boundaries. Despite this, there will be uncertain impacts on the efficient use of land associated with this approach and negative impacts on landscape and accessibility associated with a higher number of dwellings



being permitted outside development boundaries within the open countryside. For these reasons, and to inhibit development in unsustainable locations, the alternative has been rejected.

Reason for Rejection – It is considered essential to demonstrate that the proposed housing realistically meets or contributes to the identified local need and will be exclusively reserved and managed in perpetuity as affordable housing for the long-term benefit of the local community. For this reason the alternative was rejected.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.5.7 Policy LP7: Self-Build and Custom-Build Homes

Policy LP7: Self-Build and Custom-Build Homes

The Council will encourage the provision of opportunities for constructing Self-Build and Custom-Built Homes as part of the mix of housing on large residential developments and the one-for-one replacement of existing dwelling, of any size, in the countryside outside of settlement development boundaries with a single unit of Self-Build Housing, unless the impacts of development would conflict with other policy requirements in this Local Plan.

The Council will also consider, on their merits, proposals for Self-Build and Custom-Built Homes on land outside of settlement development boundaries, not involving the replacement of an existing dwelling, where they will still support a sustainable pattern of growth in the District. Such developments must either:

- a) be located on a site safely accessible on foot within 600 meters of the edge of the settlement development boundary of one the district's 'strategic urban settlements', 'smaller urban settlements' or 'strategic rural service centres';
- b) be located on a site safely accessible on foot within 400 meters of the edge of the settlement development boundary of one of the district's 'rural service centres'; or
- c) involve the redevelopment of vacant or redundant previously developed land that can be shown, with evidence, to be unviable for employment use.

This Policy contributes towards achieving Objective 1 of this Local Plan.



Significant, Temporal and Secondary Effects

Table 24: Impact on Sustainability Objectives: Policy LP7

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|---|-----|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | + | + | N/A | N/A | N/A | N/A | N/A | N/A |
| Medium | + | + | N/A | N/A | N/A | N/A | N/A | N/A |
| Long | + | + | N/A | N/A | N/A | N/A | N/A | N/A |

The Policy will have minor positive impacts on housing provision of a range of types and also the efficient use of land in so far as proposals will be favoured on replacement dwellings and previously developed land. Impacts are limited due to the non-strategic nature of self-build homes and the minimal contribution they are likely to contribute to the overall dwelling stock. In response to any perceptions that development outside development boundaries can be considered unsustainable, it should be noted that the supporting text to the policy indicates that self-build and custom-built homes would have to meet the NPPF exception requirement that proposals reflect an exceptional quality or innovative nature of design.

Alternatives Considered

The National Planning Policy Framework requires Councils to plan for a mix of housing based on the needs of different groups in the community which includes people wishing to build their own homes. It is considered that any deviation from the Policy approach could be considered unsustainable in line with the Policy's criteria or otherwise not distinctly different to warrant assessment within this SA.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.



5.5.8 Policy LP8: Backland Residential Development

Policy LP8: Backland Residential Development

Proposals for the residential development of “backland” sites must comply with the following criteria:

- a) where the development would involve the net loss of private amenity space serving an existing dwelling, that dwelling must be left with a sufficient area of private amenity space having regard to the standards in this Local Plan;
- b) a safe and convenient means of vehicular and pedestrian access/egress must be provided that does not cause undue disturbance or loss of privacy to neighbouring residents or visual detriment to the street scene. Long or narrow driveways will not be permitted;
- c) the proposal must not involve “tandem” development using a shared access;
- d) the site must not comprise an awkwardly shaped or fragmented parcel of land likely to be difficult to develop in isolation or involve development which could prejudice a more appropriate comprehensive development solution;
- e) the site must not be on the edge of defined settlements where likely to produce a hard urban edge or other form of development out of character in its particular setting; and
- f) the proposal must not be out of character with the area or set a harmful precedent for other similar forms of development.

This Policy contributes towards achieving Objective 1 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 25: Impact on Sustainability Objectives: Policy LP8

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|---|-----|-----|---|---|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | + | + | N/A | N/A | + | + | N/A | N/A |
| Medium | + | + | N/A | N/A | + | + | N/A | N/A |
| Long | + | + | N/A | N/A | + | + | N/A | N/A |

The Policy will have minor positive impacts on associated Sustainability Objectives, those being related to the provision of housing, the sustainable use of land, open space and landscape / townscape in regards to settlement form. Impacts are minor in reflection of the non-strategic nature and purpose of the Policy, and can be seen to actively ensure appropriate development only in all instances.



Alternatives Considered

It is considered that any deviation from the Policy approach could be considered unsustainable in line with the Policy's criteria or otherwise not distinctly different to warrant assessment within this SA.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.5.9 Policy LP9: Traveller Sites

Policy LP9: Traveller Sites

Evidence contained in the Essex Gypsy and Traveller Accommodation Assessment (April 2017) identifies a projected need for 4 permanent traveller pitches, in total, in the Tendring District between 2017 and 2033.

Land at the following sites is allocated to meet this residual need:

- Land at Spring Stables, off Gutteridge Hall Lane, Weeley – 2 pitches
- Land at Woodfield Bungalow, Colchester Road, Great Bentley – 2 pitches
- Land at Esther Lee Stables, Green Lane, Crockleford Heath – 1 pitch

When considering any proposals for additional traveller sites or pitches, the Council will consult the latest evidence of need contained in the most recent Gypsy and Traveller Accommodation Assessment and will refuse permission for proposals that cannot demonstrate, with evidence, a genuine need for the proposed level of provision. The Council will additionally judge proposals against criteria a) to h) below alongside other requirements in the Local Plan:

- a) sites must avoid any adverse impacts on any internationally, nationally or locally designated protected areas and must avoid areas prone to flooding;
- b) sites must have reasonable access to key facilities (normally 1.5 miles/2.4km on foot or 15 miles/24km by public transport to primary schools, doctors' surgeries and convenience shops, 2 miles/3.2km on foot or 20 miles/32km by public transport to secondary schools and major employment);
- c) sites should, where possible, utilise previously developed land and recognise the scale of nearby communities;
- d) sites must not exceed ten pitches in size and must make a minimum allowance of 250 square metres per pitch including circulation and amenity space and a maximum of 350 square metres. Sites should normally be 3 miles apart with scope for smaller sites to be closer than this;
- e) sites must comprise flat well drained ground and achieve safe access for large vehicles from the local road network and access to utilities;
- f) sites must be safe for children, achieve aesthetic compatibility with the surroundings with scope for visual and acoustic screening to protect the amenity of nearby residents; and not impact on



high grade utilised agricultural land;

- g) sites must be of a high quality design and landscaping, providing a good standard of residential amenity for their occupiers; and
- h) sites must be linked to mains services.

This Policy contributes towards achieving Objectives 1 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 26: Impact on Sustainability Objectives: Policy LP9

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|---|-----|---|---|---|-----|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | + | + | N/A | + | + | + | N/A | 0 |
| Medium | + | + | N/A | + | + | + | N/A | 0 |
| Long | + | + | N/A | + | + | + | N/A | 0 |

The Policy will have numerous positive impacts on social and environmental criteria in line with the need to balance the needs of the Traveller community with those of existing communities. The Policy responds to meeting Traveller accommodation needs, represents an efficient use of land, and ensures access to facilities and the protection of environmental assets.

Alternatives Considered

Although they represent a land use, no alternative sites can be seen to be reasonable. No other sites for Gypsy and Traveller provision were forthcoming through the Council's most recent call-for-sites process, the principle of which was in part to identify land for such purposes. The Council has ensured that needs will be met through the proportionate expansion of authorised sites where the principle of such uses, and their success in meeting the needs of Gypsy and Traveller communities, is established.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.



5.5.10 Policy LP10: Care and Assisted Living

Policy LP10: Care, Independent Assisted Living

To meet the care needs of our future generations and generate growth in the care, independent and assisted living sector in line with the Economic Development Strategy, the Council will support the construction of high quality care homes and extra-care housing in sustainable locations. The Council will also work with the NHS, Essex County Council, care providers, educational establishments and businesses to promote technological advancements in the provision of care, improvements in training and qualifications for care professionals and support growth in the 'supply chain' industries related to care and assisted living.

The Council will support the provision of care homes and extra care housing within settlement development boundaries and, in particular, within the mix of accommodation at the residential and mixed-use developments across the district. The Council will also consider, on their merits, proposals for the development (including change of use to) care homes (Use Class C2) on land outside of settlement development boundaries where they will still support a sustainable pattern of growth in the district. Such developments must either:

- a) be located on a site safely accessible on foot within 600 meters of the edge of the settlement development boundary of one of the district's 'strategic urban settlements', 'smaller urban settlements' or 'strategic rural service centres'; or
- b) be located on a site safely accessible on foot within 400 meters of the edge of the settlement development boundary of one of the district's 'rural service centres'.

All new care homes and extra care housing must offer a high quality, safe, secure and attractive environment for their residents and provide sufficient external space to accommodate the normal recreation and other needs of residents, visitors or employees.

Proposals for the development of new (including change of use to) secure residential institutions (Use Class C2A) will be considered on their own merits against other policy requirements of this Local Plan.

Development that would result in the loss of all, or part, of an existing care home will not be permitted unless the applicants can demonstrate, with evidence, that the site or premises are no longer economically viable. The approach used to demonstrate that the requirements of this policy have been met may vary from site to site and so must be agreed between the Council and the applicant in advance of any planning application being submitted.

Where planning permission is granted, use rights under the provision of the latest Use Classes Order may be withdrawn where there is evidence to suggest that a change of use from that granted to another use within the same Use Class would be inappropriate.

This Policy contributes towards achieving Objective 1 of this Local Plan.



Significant, Temporal and Secondary Effects

Table 27: Impact on Sustainability Objectives: Policy LP10

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|---|---|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | + | + | + | N/A | N/A | N/A | N/A | N/A |
| Medium | + | + | + | N/A | N/A | N/A | N/A | N/A |
| Long | + | + | + | N/A | N/A | N/A | N/A | N/A |

The Policy will ensure positive outcomes for this type of accommodation need and also in response to a need for development to be sustainable in terms of location and accessibility. Impacts are minor in reflection of meeting the needs of the specific demographic to which such accommodation relates. There will also be minor positive impacts on economic growth through the Policy and the Council stance on increasing provision in line with growth in the care and assisted living sector as identified within the Economic Development Strategy.

Alternatives Considered

It is considered that any deviation from the Policy approach could be considered unsustainable in line with the demographic profile of the Plan Area or otherwise not distinctly different to warrant assessment within this SA.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.5.11 Policy LP11: HMO and Bedsits

Policy LP11: HMO and Bedsits

All proposals involving the creation of Houses in Multiple Occupation (HMOs) or bedsits (including new-build, subdivisions and conversions) will require planning permission and will only be permitted within defined town centres where all of the following criteria are met:

- within a 100 metre radius of the property or site in question (drawn as a circle from the centre of the property or site), the total number of existing and proposed HMO tenancy units and bedsits, as a proportion of all residential accommodation tenancy units plus bedsits and dwelling houses that are not HMOs), would not exceed 10%;
- the proposed tenancy units have a minimum internal floor area of 12 square metres and bedsits have a minimum internal floor area of 16 square metres;
- each individual tenancy unit or bedsit has direct physical access to communal facilities without the need to rely on access via another tenancy unit or bedsit;
- no more than six tenancy units or bedsits will be served by a single indoor communal facility such as a living room, dining room or kitchen;



- e) a minimum of 1 off-street car parking space per tenancy unit or bedsit is provided and each parking space must be capable of being used independently of one another;
- f) all residents of the HMO or block of bedsits have access to adequate space for the storage of waste and recycling bins which will be provided within the curtilage of the block;
- g) all external alterations to existing buildings are in keeping with the character of the building and the wider area; and
- h) an area of communal open space is provided that has sufficient space and facilities for drying clothes.

This Policy contributes towards achieving Objective 1 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 28: Impact on Sustainability Objectives: Policy LP11

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|---|-----|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | + | + | N/A | N/A | N/A | N/A | N/A | N/A |
| Medium | + | + | N/A | N/A | N/A | N/A | N/A | N/A |
| Long | + | + | N/A | N/A | N/A | N/A | N/A | N/A |

The Policy will ensure positive outcomes for this type of accommodation need and also in response to a need for development to be sustainable in terms of town centre location and accessibility. Impacts are minor in reflection of meeting the needs of the specific demographic to which such accommodation relates.

Alternatives Considered

It is considered that any deviation from the Policy approach could be considered unsustainable in line with a need to ensure such provision (and a trend for the conversion of existing facilities) or otherwise not distinctly different to warrant assessment within this SA.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.



5.6 Prosperous Places Policies

The Local Plan's strategic objective for Employment/Commercial is "To provide for the development of employment land on a variety of sites to support a diversity of employment opportunities and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth up to the period of 2033."

Promoting balanced economic growth is one of the key elements of delivering sustainable development. This Local Plan aims to make Tendring District more self-reliant by achieving a sustainable balance between jobs, retail development, tourism, leisure, hotel and guesthouse development and associated facilities and to improve education and skills for our District's residents. Balancing growth will ensure that our natural and built environment, especially our countryside, is preserved and protected against unsustainable growth.

The National Planning Policy Framework requires local planning authorities to adopt a positive approach toward development proposals that will contribute toward building a strong, responsive and competitive economy in their area and to ensure that sufficient land of the right type is available in the right places and at the right time to support growth and innovation. From undertaking extensive consultation with residents and businesses within the Tendring District, it is clear that delivering a strong economy that provides more jobs for local people is a high priority in our area but that the pursuit of economic growth must also sit comfortably alongside other objectives, such as protecting and enhancing the environment and planning positively to meet the social needs of our local communities.

This section of the plan contains the following policies:

- Policy PP1: New Retail Development
- Policy PP2: Retail Hierarchy
- Policy PP3: Village and Neighbourhood Centres
- Policy PP4: Local Impact Threshold
- Policy PP5: Town Centre Uses
- Policy PP6: Employment Sites
- Policy PP7: Employment Allocations
- Policy PP8: Tourism
- Policy PP9: Hotels and Guesthouses
- Policy PP10: Camping and Touring Caravan Sites
- Policy PP11: Holiday Parks
- Policy PP12: Improving Education and Skills
- Policy PP13: The Rural Economy
- Policy PP14: Priority Areas for Regeneration



5.6.1 Policy PP1: New Retail Development

Policy PP1: New Retail Development

Retail development will be encouraged and permitted in the retail policy area of the town centres as defined on the Policies Map. This will be the main focus for new additional retail floorspace for the town centres, maintaining the district's current hierarchy and market share between centres.

The Council's Retail Study Update (2017) indicates that there is no quantitative need for additional convenience floorspace in Clacton, Frinton-on-Seam Brightlingsea or Walton-on-the-Naze. With limited capacity for Manningtree (40 sq.m – 70 sq.m) and Harwich and Dovercourt (750sq.m – 1,420sq.m).

For comparison retail, the update indicates that there is no quantitative need for additional retail capacity for Clacton or Walton-on-the-Naze. For Harwich and Dovercourt the update indicates capacity of between 1,770 sq.m and 2,950 sq.m and for Frinton-on-Sea capacity of between 850 sq.m and 1,410 sq.m. For Manningtree and Brightlingsea the update indicates there is limited capacity for growth.

Retail development will be encouraged on a scale appropriate to the needs of the area served by these centres. Development will be subject to local planning, traffic and environmental considerations and viewed in the context of the needs of people who live in or near the areas affected.

This Policy contributes towards achieving Objectives 3, 6 and 9 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 29: Impact on Sustainability Objectives: Policy PP1

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|----|---|---|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | ++ | + | + | N/A | N/A | N/A |
| Medium | N/A | N/A | ++ | + | + | N/A | N/A | N/A |
| Long | N/A | N/A | ++ | + | + | N/A | N/A | N/A |

The Policy will ensure economic growth through the Policy stance in encouraging retail development in line with the findings of the Retail Study Update (2017). This study identifies the need and capacity for convenience and comparison retail floorspace across the District. There will therefore be significant positive impacts on the vitality and viability of the District's centres and economic growth. Minor positive impacts are associated with minimising transport growth in line with encouragement and principle of permission with defined retail policy areas of the town centres. There will also be positive outcomes for communities living within or in close proximity to such centre and development proposals will be viewed in the context of the needs of people who live in or near such areas.

Alternatives Considered

The Policy is borne from national requirements to both promote the vitality and viability of town centres in addition to placing significant weight on the need to support economic growth through the planning system. The specific identified additional need in net floorspace responds to specific evidence base relevant to the Plan Area and commissioned in line with the Council adhering to these national requirements. As such, no other Policy approaches could be considered reasonable or would otherwise be distinctly different to warrant assessment in this SA.



Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.6.2 Policy PP2: Retail Hierarchy

Policy PP2: Retail Hierarchy

The following centres, as defined on the Policies Map, provide the key locations that can be resilient to future economic changes and which should be considered as part of a sequential test for proposed main town centre. Retail development should take place at a scale appropriate to the size and function of the centre within which it is to be located. To guide this approach, the following retail hierarchy is defined:

MAJOR TOWN CENTRE

- Clacton

TOWN CENTRES

- Dovercourt
- Walton-on-the-Naze
- Frinton-on-Sea
- Brightlingsea
- Manningtree

DISTRICT CENTRES

- Harwich
- Old Road, Clacton
- The Triangle, Frinton-on-Sea
- Great Clacton
- Frinton Road, Holland-on-Sea

These centres will be the focus for 'town centre uses' which include retail, leisure, commercial, office, tourism and cultural, community and residential development. The Council will promote a mix of appropriate town centre uses within these defined centres with 'active street frontages' at ground floor level. Proposals must be properly related in their scale and nature having regard to the above hierarchy.

This Policy contributes towards achieving Objectives 3, 6 and 9 of this Local Plan.



Significant, Temporal and Secondary Effects

Table 30: Impact on Sustainability Objectives: Policy PP2

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|---|---|---|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | + | N/A | + | + | + | N/A | N/A | N/A |
| Medium | + | N/A | + | + | + | N/A | N/A | N/A |
| Long | + | N/A | + | + | + | N/A | N/A | N/A |

The Policy will ensure economic growth through the Policy stance in directing retail development in line with the retail hierarchy and at a scale appropriate to the size and function of the centre within which it is to be located. There will therefore be positive impacts on the vitality and viability of the District's centres and also elements of housing through the promotion of mixed-use schemes as appropriate.

Minor positive impacts are associated with minimising transport growth in line with encouragement and principle of permission with defined retail policy areas of the town centres. There will also be positive outcomes for communities living within or in close proximity to such centre and development proposals will be viewed in the context of the needs of people who live in or near such areas.

Alternatives Considered

The Policy is borne from national requirements to both promote the vitality and viability of town centres in addition to placing significant weight on the need to support economic growth through the planning system. As such, no other Policy approaches could be considered reasonable or would otherwise be distinctly different to warrant assessment in this SA.

Proposed Mitigation Measures / Recommendations

At the Preferred Options (2016) stage, the SA recommended that 'commentary is included within the Policy or supporting text that addresses the position of the proposed Colchester fringe Garden Community in regard to the retail hierarchy in line with the allocation's eventual size and function within and beyond the Plan period.' This recommendation is not considered appropriate at this stage due to the need to protect Major, Town and District Centres as defined in the Policy and supporting text from inappropriate retail uses outside these centres. There are no new recommendations made at this stage.



5.6.3 Policy PP3: Village and Neighbourhood Centres

Policy PP3: Village and Neighbourhood Centres

Small-scale retail development to serve the day-to-day needs of village and local neighbourhoods will be normally permitted. Where express planning permission is required, proposals for change of use from retail within a neighbourhood shopping parade or a village with limited shopping provision will not be permitted unless retail use is either:

- no longer viable;
- no longer needed by the community it serves; or
- is to be relocated, to provide an equivalent improved facility.

The Council will work with its partners, including local businesses, to protect and enhance the following village and local neighbourhood centres and any proposed village and neighbourhood centres as defined on the Policies Map.

VILLAGE CENTRES

- | | |
|----------------------------------|----------------------------------|
| - Alresford Village Centre | - Little Clacton Village Centre |
| - Elmstead market Village Centre | - St. Osyth Village Centre |
| - Great Bentley Village Centre | - Thorpe-le-Soken Village Centre |

EXISTING AND PROPOSED NEIGHBOURHOOD CENTRES

- | | |
|-----------------------------|---|
| - Bluehouse Avenue, Clacton | - Woodlands Close, Clacton |
| - Bockings Elm, Clacton | - Upper Dovercourt |
| - Broadway, Jaywick | - Frinton Road, Holland-on-Sea |
| - Burrs Road, Clacton | - Waterside, Brightlingsea |
| - Cambridge Road, Clacton | - Neighbourhood centre at St. John's Road, Clacton |
| - Coopers Lane, Clacton | - New neighbourhood centre proposed for Weeley Garden Village |
| - Coppins Road, Clacton | - New neighbourhood centre proposed for Oakwood Garden Suburb |
| - Gravel Hill Way, Harwich | - New neighbourhood centre proposed for Rouses Farm Garden Suburb |
| - Thorpe Road, Kirby Cross | - Tudor Parade, Marlowe Road, Jaywick |

This Policy contributes towards achieving Objectives 3 and 6 of this Local Plan.



Significant, Temporal and Secondary Effects

Table 31: Impact on Sustainability Objectives: Policy PP3

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|---|---|---|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | + | + | + | N/A | N/A | N/A |
| Medium | N/A | N/A | + | + | + | N/A | N/A | N/A |
| Long | N/A | N/A | + | + | + | N/A | N/A | N/A |

The Policy will ensure positive outcomes in relation to local employment opportunities, accessibility of convenience shopping to support new housing and mixed-use allocations within the Plan and also in building strong communities. Impacts are minimal in response to the scale of development at the centres within the Policy and in accordance with the content of Policy PP4 requiring impact assessments for proposals over a certain threshold. This should ensure that retail development is proportionate to the function of the centre.

Alternatives Considered

An alternative has been explored for this policy. This relates to:

- Alternative PP3(1): To designate the new Garden Suburbs / Strategic Mixed Use developments as Village Centres in response to the scale of new housing at each location

The appraisal of this alternative is as follows:

| Alternative PP3(1) – Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|---------------------------------------|--------------------------------|-----|----|---|---|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | -- | + | + | N/A | N/A | N/A |
| Medium | N/A | N/A | -- | + | + | N/A | N/A | N/A |
| Long | N/A | N/A | -- | + | + | N/A | N/A | N/A |

The alternative, in designating new Village Centres at Oakwood Garden Suburb / Strategic Mixed Use development and Rouses Farm Garden Suburb / Strategic Mixed Use development will have positive impacts on social criteria associated with supporting the scale of the development consistently with the populations of the villages to which Village Centres currently serve. Despite this, the proximity and ease of sustainable access of these new mixed-use allocations within the Plan to Clacton, can be expected to have a significantly detrimental impact on the vitality and viability of the major town centre of Clacton. With this in mind, the notion of allocation as Village Centres has been rejected. This is also in line with the Plan's other retail policies as well as the Plan's Vision and Objectives. It is also in reflection of the likelihood that the extent of retail development at these locations would not be consistent with national requirements regarding impact assessments and the sequential test for town centre uses outside town centre boundaries as identified in Policy PP4.

Reason for Rejection – The alternative has been rejected in line with the requirements of Policy PP4 and to ensure the vitality and viability of Clacton Town Centre.



Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.6.4 Policy PP4: Local Impact Threshold

Policy PP4: Local Impact Threshold

Applications for retail, leisure and office development outside of a centre as defined on the Policies Map, which are not in accordance with the Local Plan, will require an impact assessment if the development is over the following floorspace thresholds in the defined Town Centre:

- a) Clacton - 929 sq.m gross floorspace
- b) Frinton-on-Sea - 929 sq.m gross floorspace
- c) Dovercourt - 250 sq.m gross floorspace
- d) Walton-on-the-Naze - 250 sq.m gross floorspace
- e) Brightlingsea - 250 sq.m gross floorspace
- f) Manningtree - 250 sq.m gross floorspace
- g) Harwich - 250 sq.m gross floorspace

This Policy contributes towards achieving Objectives 3 and 6 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 32: Impact on Sustainability Objectives: Policy PP4

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|----|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | ++ | N/A | N/A | N/A | N/A | N/A |
| Medium | N/A | N/A | ++ | N/A | N/A | N/A | N/A | N/A |
| Long | N/A | N/A | ++ | N/A | N/A | N/A | N/A | N/A |

The Policy actively ensures that no detrimental impacts will be realised on the stated centres from any out of centre retail proposals. This will have a significant positive impact on the vitality and viability of the centres and is likely to ensure growth through the requirements that alternative town centre locations are fully explored for any proposals.

Alternatives Considered

There can be no alternatives that could be considered reasonable in line with the requirements that locally set thresholds are integrated within Local Plan policies as stated in paragraph 26 of the NPPF and national Planning Practice Guidance. The specific thresholds have been identified within the WYG Retail Study (2016) that recommended that 'a blanket approach' would not be appropriate across all centres. The study, a key evidence base document to inform the Plan, advised that policy should advocate a tiered approach with different thresholds based upon the location, role and function of the centre.



Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.6.5 Policy PP5: Town Centre Uses

Policy PP5: Town Centre Uses

The Town Centre Boundary and the Primary and Secondary Shopping Frontages are defined on the Policy Map.

Within the Primary Shopping Area, proposals for development will be permitted where they:

- a) are for main town centre uses, as defined in the NPPF; or
- b) will promote the vitality and viability of the centre, including proposals for residential development; or
- c) will involve the conversion or re-use of upper floors; and/or
- d) deliver high quality active ground floor frontages; and
- e) within the Primary Shopping Frontages A1 uses (shops) comprise at least 70 of the shopping frontages;
- f) within the Secondary Shopping Frontages main town centre uses remain dominant; and
- g) Any change of use will be considered against the aims of this Policy.

This Policy contributes towards achieving Objectives 3 and 6 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 33: Impact on Sustainability Objectives: Policy PP5

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|----|---|-----|---|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | ++ | ++ | + | N/A | + | N/A | N/A |
| Medium | N/A | ++ | ++ | + | N/A | + | N/A | N/A |
| Long | N/A | ++ | ++ | + | N/A | + | N/A | N/A |

The Policy will ensure significantly positive outcomes regarding retail and town centre development that is located sustainably and makes an efficient use of land and also economic growth within these sectors. There will additionally be secondary positive impacts associated with ensuring an appropriate provision of services, facilities, retail development and jobs are located in the most sustainable existing settlements regarding sustainable transport accessibility and linkages, and also in ensuring positive townscape impacts.

Alternatives Considered

It is considered that there are no reasonable alternatives to the preferred Policy approach in line with the Policy's direct adherence to the requirements and definitions of the NPPF regarding elements of the town centre, appropriate town



centre uses and other higher level objectives. In addition, any deviation from the Policy approach would not be in accordance with the Plan's evidence base, in particular the WYG Retail Study (2016), which reviewed the uses in the town centres and recommended the shopping frontages.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.6.6 Policy PP6: Employment Sites

Policy PP6: Employment Sites

The Council will seek to protect existing employment sites, as set out in the Council's current Employment Land Review. These will be safeguarded for B1 (Business), B2 (General Industry) and B8 (Storage or Distribution) purposes and also where appropriate A1 (Retail) use, as identified in paragraph 6.35.

Proposals for non-employment uses on these sites will only be considered acceptable if they clearly demonstrate that the alternative use/s:

- a) will not have an adverse impact on the primary employment use(s) in the locality;
- b) will not reduce the overall supply and quality of employment land and premises within the locality;
- c) will deliver economic regeneration benefits to the site and/or area;
- d) will resolve existing conflicts between land uses; and
- e) involve a vacant building for which there is clear and robust evidence of prolonged marketing, with registered commercial agents at a reasonable price, to demonstrate that there is no realistic prospect for continued employment use.

Proposals for retail and town centre uses on these sites will also be subject to the requirements of Policies PP1 - PP5 (inclusive) of this Local Plan.

The Council will permit sustainable development proposals for farm and other land based diversification schemes that benefit the rural area. Proposals for reuse or redevelopment of rural buildings for employment purposes will be considered against the following criteria unless the economic benefits outweigh these criteria:

- a) the building is structurally sound and capable of accommodating the proposed use without the need for significant extension or alteration or reconstruction;
- b) the proposed use (including any proposed alteration or extensions to the building), its associated operational area, the provision of any services, and /or any amenity space or outbuildings, would not harm its appearance as a rural building or adversely affect the rural setting of the building in the locality;
- c) the proposed use would not create significant levels of traffic, particularly lorries, on rural roads (proposals for employment uses will be required to provide a sustainability assessment which may include a Travel Plan designed to maximise the opportunities to reduce the need to travel



by private car);

- d) proposals which would create a significant number of jobs should be readily accessible by public transport;
- e) it will not lead to unacceptable levels or types of traffic or problems of road safety or amenity and will not require highway improvements which will harm the character of rural roads in the area; and
- f) Early years and childcare provision.

This Policy contributes towards achieving Objectives 2, 4 and 6 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 34: Impact on Sustainability Objectives: Policy PP6

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|---|----|----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | + | ++ | ++ | N/A | N/A | N/A | N/A |
| Medium | N/A | + | ++ | ++ | N/A | N/A | N/A | N/A |
| Long | N/A | + | ++ | ++ | N/A | N/A | N/A | N/A |

The Policy directly adheres to economic objectives in both the safeguarding of employment land and ensuring sustainable development proposals for farm and other land based diversification schemes as per the qualifying criteria. This will have significant positive impacts on employment opportunities across the District and in both urban and rural areas. As a result of this, there will be significant secondary positive impacts in line with employment accessibility for new and existing residents / communities. The Policy's flexibility in regards to non-employment uses will see positive impacts associated with the efficient use of land in accordance with ensuring sustainable development proposals that will lead to economic regeneration benefits to the site and/or area.

Alternatives Considered

There can be considered no reasonable alternatives to the preferred policy approach in line with Paragraph 22 of the NPPF, which states that 'Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.' The rural economy element of the Policy is also in direct adherence to the NPPF Paragraph 28 through taking a positive approach to sustainable new development in order to promote a strong rural economy.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.



5.6.7 Policy PP7: Employment Allocations

Policy PP7: Employment Allocations

New Employment allocations are needed to provide job opportunities for residents in Tendring District and to support the growth aspirations for the towns. To achieve this objective, at least 20 hectares of new employment land is provided for through the allocation of sites listed below, and defined on the Policies Map, to provide for B1 (Business and Office Use), B2 (General Industry) and B8 (Storage and Distribution) uses. The range of uses will allow for diversification of employment opportunities within Tendring District which will increase the skills base and retain employees within the towns.

Proposals for employment development in the B use classes specified will be supported. Sites allocated for employment use will be protected against future loss to alternative uses. Additional sites suitable for small and medium sized businesses will be considered on a site by site basis within settlement boundaries, as defined by the Policy 'The Rural Economy and in close proximity to public transport nodes'.

EMPLOYMENT ALLOCATIONS

| NAME OF SITE | LOCAL PLAN ALLOCATION (ha) | POTENTIAL FURTHER ASPIRATIONAL GROWTH / GROWTH BEYOND 2033 |
|---|-------------------------------|--|
| Carle | 4.5 ha | 0n ha |
| Stanton Europark | 2-4 ha | 0 ha |
| Tendring Colchester Borders Garden Community | 6 ha | 4-24 ha |
| Mercedes Site | 3 ha | 4.4 ha |
| Weeley | 1 ha | 0 ha |
| Land South of Long Road, Mistley | 2 ha | 0 ha |
| EDME Maltings | 0.13 ha | 0 ha |
| Lanswood Park | 1.2 ha | 0 ha |
| Total Employment Land Area | 19.83 – 21.8 ha | 8.4-28.4 ha |

This Policy contributes towards achieving Objectives 2, 4 and 6 of this Local Plan.



Significant, Temporal and Secondary Effects

Table 35: Impact on Sustainability Objectives: Policy PP7

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|----|----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | + | ++ | N/A | N/A | N/A | N/A |
| Medium | N/A | N/A | + | ++ | N/A | N/A | N/A | N/A |
| Long | N/A | N/A | ++ | ++ | N/A | N/A | N/A | N/A |

The Plan's allocations for employment development, and their general distribution across the District, will ensure significantly positive impacts on economic and transport related sustainability criteria. The inclusion of land within the Garden Community within the Plan area will ensure positive outcomes for new communities and the extension and expansion of existing sites will ensure that the principle of sustainable development is already ensured. Despite this, impacts are limited in the short-medium term and strengthened in the long term in line with the expected delivery of the Garden Community.

Through this approach the Council is ensuring sustainable growth in matching homes with jobs and assisting the delivery of a mix of employment opportunities beyond those that are more prevalent locally in the District.

It should be noted that many of the employment sites within the Policy represent extensions and expansions of existing employment sites and this will lead to many significantly positive environmental, social and economic sustainability impacts. Please note that individual and cumulative site impacts are considered in more detail and on a site-by-site basis elsewhere in this report.

Alternatives Considered

Alternatives to the individual site allocations for employment use within the Policy have been explored in more detail and on a site-by-site basis alongside the allocations within a separate section of this SA specific to land use allocations.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.



5.6.8 Policy PP8: Tourism

Policy PP8: Tourism

To attract visitors to the Tendring District and support economic growth in tourism, the Council will generally support proposals that would help to improve the tourism appeal of the district to visitors, subject to other relevant policies in the Local Plan. In particular, the Council will support appropriate proposals for:

- new and improved attractions and leisure activities at the district's pleasure piers, amusement parks and holiday parks;
- a major new tourist attraction with good access to the A133 or A120;
- marinas, boat harbours, yacht havens and other facilities associated with boating and sailing;
- educational field centres or facilities associated with renewable energy, nature conservation, heritage, coastal protection, maritime activities and/or the enjoyment of the countryside and coast;
- conference facilities for business and educational purposes or to be used for functions such as weddings and other celebratory events;
- the provision of leisure and tourism facilities as part of farm diversification schemes;
- high quality restaurants, cafes and other appropriate commercial outlets on the seafront within the district's coastal towns; and
- outdoor recreational activities that would strengthen the function and protection of the undeveloped countryside.

To maintain and deliver a range of accommodation that meets the varying needs, demands and expectations of potential visitors to the Tendring District. Proposals that involve the creation, improvement or potential loss of visitor accommodation will be assessed based on policies set out in this Local Plan.

This Policy contributes towards achieving Objective 10 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 36: Impact on Sustainability Objectives: Policy PP8

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|---|----|---|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | + | ++ | 0 | N/A | N/A | N/A | N/A |
| Medium | N/A | + | ++ | 0 | N/A | N/A | N/A | N/A |
| Long | N/A | + | ++ | 0 | N/A | N/A | N/A | N/A |



The Policy recognises the importance of the promotion and ensuring the success of the District's tourism sector and associated supporting development and adopts a positive approach. This will have significant positive impacts on economic growth that looks to extend tourism attraction beyond that which is seasonal. The policy recognises that tourism opportunities in the District should not be strictly bound by sustainable transport links and will have no impact on associated criteria as a result. There will be additional minor positive impacts however on regeneration and in ensuring an efficient use of land through focusing certain attractions and development to specific areas of the seafront.

Alternatives Considered

In line with the specific characteristics of the District and the importance of tourism as an employment sector, a more prescriptive alternative to the preferred approach can be considered unsuitable. The Policy ensures that the Local Plan supports the objectives and priorities of the District's Tourism Strategy, an important evidence base document, and as such has been selected as the only reasonable option for consideration.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.6.9 Policy PP9: Hotels and Guesthouses

Policy PP9: Hotels and Guesthouses

The Council will support proposals for:

- new hotels and guesthouses within defined centres (as listed in Policy PP2) and along the seafront within the district's coastal towns or on allocated mixed-use development sites where such accommodation is proposed as part of the mix of uses;
- visitor accommodation to be provided in the upper floors of public houses, at residential health and beauty facilities, educational field centres and function/conference venues; and
- proposals to improve guest facilities or increase the number of rooms at existing hotels and guesthouses.

Within defined centres and along the seafront within the district's coastal towns, the Council will refuse proposals for the change of use or redevelopment of existing hotels and guesthouses to alternative uses, either in part or in whole. Outside of these areas, the change of use or redevelopment of existing hotels and guesthouses to alternative uses will only be permitted if the applicant can demonstrate that the current use is no longer economically viable.

This Policy contributes towards achieving Objective 10 of this Local Plan.



Significant, Temporal and Secondary Effects

Table 37: Impact on Sustainability Objectives: Policy PP9

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|---|---|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | + | + | N/A | N/A | N/A | N/A | N/A |
| Medium | N/A | + | + | N/A | N/A | N/A | N/A | N/A |
| Long | N/A | + | + | N/A | N/A | N/A | N/A | N/A |

The Policy recognises the importance of promoting and ensuring the success of tourism within the District by setting out a Policy that safeguards and supports associated growth in this sector with a positive approach. This will have positive impacts on economic growth. There will be additional minor positive impacts on regeneration and in ensuring an efficient use of land through focusing hotel and guesthouse development to specific areas of the seafront and through mixed-use development.

Alternatives Considered

In line with the specific characteristics of the District and the importance of tourism as an employment sector, a more prescriptive alternative to the preferred approach can be considered unsuitable. The Policy ensures that the Local Plan supports the objectives and priorities of the District's Tourism Strategy, an important evidence base document, and as such has been selected as the only reasonable option for consideration.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.6.10 Policy PP10: Camping and Touring Caravan Sites

Policy PP10: Camping and Touring Caravan Sites

Subject to consideration against other policies in this Local Plan, the Council will support proposals for:

- new camping or touring caravan / motorhome sites;
- extensions to existing camping and / or touring caravan / motorhome sites; and
- applications will only be permitted where they are in accordance with Biodiversity and Geodiversity Policy in this Local Plan. Proposals for new or extended sites in the vicinity of designated sites (which should be taken to mean holiday parks within 2km of such sites) have the potential to impact on them and should therefore be subject to consultation with Natural England, on a site-by-site basis and as appropriately assessed against the tests of the Habitats Regulations.

Proposals for the use of land as a camping and / or touring caravan/motorhome site (which may incorporate recreational vehicles) must include an electricity hook-up point for each touring caravan/motorhome and



facilities for potable water, toilets, showers, washing and waste water disposal. The Council will support proposals for ancillary recreational facilities subject to consideration under other relevant policies in this Local Plan.

To ensure that any tents and / or touring caravans/motorhome are not used as permanent dwellings, camping and touring caravan/motorhome sites will be subject to holiday occupancy conditions and their use limited to certain periods of the year.

Significant, Temporal and Secondary Effects

Table 38: Impact on Sustainability Objectives: Policy PP10

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|---|-----|-----|---|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | + | N/A | N/A | + | N/A | N/A |
| Medium | N/A | N/A | + | N/A | N/A | + | N/A | N/A |
| Long | N/A | N/A | + | N/A | N/A | + | N/A | N/A |

The Policy recognises the importance of the promotion and ensuring the success of tourism within the District by setting out a Policy that safeguards and sets out the requirements of growth regarding camping and caravan parks; the policy is suitably concerned with the impacts of such development by its nature and land requirements. There will be minor positive impacts on economic growth. There will be positive impacts on biodiversity and designated sites due to the Policy's criterion that permission would only be granted should the year round occupation of pitches not have a detrimental impact on sites of international importance for nature conservation through the potential for disturbance to migratory birds.

Alternatives Considered

No alternatives have been identified for this policy approach in line with the Policy's general adherence to the principles of sustainable development and the environmental protection objectives of the area.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.



5.6.11 Policy PP11: Holiday Parks

Policy PP11: Holiday Parks

Some of the district's holiday parks are shown as 'safeguarded sites' on the Policies Map. These sites will be protected against redevelopment for alternative uses either in part or in whole.

On 'other sites' that are operating as holiday parks but are not specifically shown as safeguarded sites or allocated for an alternative use, proposals for redevelopment will only be considered favourably if the applicant can demonstrate that the current use is no longer economically viable or that the economic benefits of the proposed development would outweigh the loss of the existing operation, having regard to other policies in this Local Plan.

Subject to consideration against other policies in this Local Plan, the Council will support proposals for:

- the extension of safeguarded sites or other existing sites onto adjoining land provided that the development would result in improvements to the overall layout, amenity, appearance and quality of accommodation over the whole site;
- improvements to the range and quality of attractions and facilities at safeguarded sites and other sites; and
- proposals for new holiday parks that comprise well designed timber chalets set on plinths with pitched roofs, ideally located within a wooded or undulating landscape setting that incorporates water features and indoor and outdoor leisure facilities that would be appropriate in a countryside location.

Proposals for new static caravan/chalet parks will only be permitted where it can be demonstrated by the applicant how the proposal would help strengthen and diversify the district's tourist economy or that they are being specifically created for the relocation of an existing site away from flood risk areas.

The change of use of caravan and chalets from holiday accommodation to permanent residential dwellings will not be permitted as they could lead to a loss of valuable tourist accommodation, poor living conditions, unmanageable impact on the provision of local services and facilities and/or, in some areas, increase the risk of flooding to people or property or disturbance to internationally important wildlife sites at certain times of the year.

To avoid such consequences by ensuring that caravans and chalet developments are not used for permanent residential dwellings, the Council will impose holiday occupancy conditions and limit use to certain periods of the year.

This Policy contributes towards achieving Objective 10 of this Local Plan.



Significant, Temporal and Secondary Effects

Table 39: Impact on Sustainability Objectives: Policy PP11

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|---|-----|-----|---|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | + | N/A | N/A | 0 | N/A | N/A |
| Medium | N/A | N/A | + | N/A | N/A | 0 | N/A | N/A |
| Long | N/A | N/A | + | N/A | N/A | 0 | N/A | N/A |

The Policy recognises the importance of the promotion and ensuring the success of tourism within the District by setting out a Policy that safeguards and sets out the requirements of growth regarding holiday parks; the policy is suitably concerned with the impacts of such development by its nature and land requirements. There will be minor positive impacts on economic growth.

Alternatives Considered

No alternatives have been identified for this policy approach in line with the Policy's general adherence to the principles of sustainable development and the environmental protection objectives of the area.

Proposed Mitigation Measures / Recommendations

At the Preferred Options stage, the SA recommended that the Policy ensure a criterion that regards the impacts on biodiversity and designated sites that development proposals for holiday parks could have, and that measures are included to ensure their investigation and mitigation. This recommendation has been appropriately factored into the Policy. There are no new recommendations made at this stage.



5.6.12 Policy PP12: Improving Education and Skills

Policy PP12: Improving Education and Skills

To improve education and employment prospects for Tendring's residents, the Council will work with its partners including Essex University, Colchester Institute, local schools and academies, and Essex County Council as the education authority and other educational establishments to deliver new and improved facilities for primary, secondary, further and higher education. The Council will support proposals that will result in new, expanded or improved education facilities and facilities for vocational training, particularly in the growing care and assisted living and renewable energy sectors.

Planning permission will not be granted for new residential development unless the individual or cumulative impacts of development on education provision can be addressed, at the developer's cost, either on-site or through financial contributions (potentially through the Community Infrastructure Levy) towards off-site improvements. Essex County Council as the local education authority will be a key consultee in this regard. Where appropriate, the Council will also consider the use of legal agreements to secure any necessary improvements in education provision arising as a result of development.

Proposals involving the redevelopment of educational facilities for alternative uses will be considered against Policy HP 2: Community Facilities of this Local Plan.

In granting planning permission for residential and non-residential developments, the Council will use Employment and Skills Charters/Local Labour Agreements to ensure that, as far as is possible and practicable, local contractors are employed to implement the development and that any temporary or permanent employment vacancies (including apprenticeships) are advertised through agreed channels to reach and prioritise local people.

This Policy contributes towards achieving Objective 5 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 40: Impact on Sustainability Objectives: Policy PP12

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|---|-----|---|----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | + | N/A | + | ++ | N/A | N/A | N/A |
| Medium | N/A | + | N/A | + | ++ | N/A | N/A | N/A |
| Long | N/A | + | N/A | + | ++ | N/A | N/A | N/A |

The Policy will have significant positive impacts on ensuring new school provision in accordance with individual and cumulative development and in line with the Essex County Council Developer's Guide to Infrastructure Contributions (2015). Appropriate new school provision or expansion, as necessary, will also ensure that travelling distances to education will reduce for new communities. This can also be seen as an efficient use of land.

Alternatives Considered

No alternatives have been explored in accordance with the Policy's adherence to the Essex County Council Developer's



Guide to Infrastructure Contributions (2015). No other approaches could be considered reasonable.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

5.6.13 Policy PP13: The Rural Economy

Policy PP13: The Rural Economy

To support growth in the rural economy, the Council will grant planning permission for the following types of development in the countryside outside of defined Settlement Development Boundaries, subject to detailed consideration against other policy requirements in this Local Plan:

- a) Where appropriate to the historic environment, conversion or re-use of rural buildings in the countryside to employment, leisure or tourism use;
- b) business and domestic equine related activities;
- c) agricultural and key workers' dwellings; and
- d) buildings that are essential to support agricultural, aquaculture, horticulture and forestry; and farm diversification schemes.

This Policy contributes towards achieving Objectives 2,6, 8 and 10 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 41: Impact on Sustainability Objectives: Policy PP13

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|---|----|---|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | + | ++ | + | N/A | N/A | N/A | N/A |
| Medium | N/A | + | ++ | + | N/A | N/A | N/A | N/A |
| Long | N/A | + | ++ | + | N/A | N/A | N/A | N/A |

The Policy will have a significant positive impact on the rural economy appropriate to the characteristics of existing rural areas. There will be additional minor positive impacts on the efficient use of land through re-use of existing redundant buildings and also in minimising travel for employment opportunities for rural communities.



Alternatives Considered

An alternative has been explored for this policy. This relates to:

- Alternative PP13(1): No policy and leave to the NPPF

The appraisal of this alternative is as follows:

| Alternative PP13(1) – Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|---|--------------------------------|---|---|---|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | ? | + | ? | N/A | N/A | N/A | N/A |
| Medium | N/A | ? | + | ? | N/A | N/A | N/A | N/A |
| Long | N/A | ? | + | ? | N/A | N/A | N/A | N/A |

Whilst the thrust of both local and national policy is to direct new jobs to existing built up areas and centres of employment, it is recognised that the district's rural areas and open countryside also make an important contribution to the overall economy of the district and so the Council should seek to achieve sustainable economic growth of its rural economy. Agriculture, in particular, which generally requires a countryside location, remains a source of local employment and continues to play an important role in the local economy. Similarly does aquaculture. The Alternative would have less certainty that such uses are safeguarded and development could be forthcoming that is not appropriate to the District's rural areas and existing employment types / sectors, in those instances where locations are deemed otherwise generally sustainable. This would not be an efficient use of land in the District, would not reflect current skills of communities and could also see additional traffic movements to rural areas for general employment opportunities.

Reason for Rejection – Where outcomes can be considered less certain to respond to the specifics of the District's rural communities in a local context, this alternative has been rejected.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.



5.6.14 Policy PP14: Priority Areas for Regeneration

Policy PP14: Priority Area for Regeneration

The following areas are identified on the Policies Maps and Local Maps as 'Priority Areas for Regeneration':

- Clacton Town Centre and Seafront
- 'Brooklands', 'Grasslands' and 'the Village' areas of Jaywick Sands
- Harwich Old Town
- Dovercourt Town Centre and adjoining areas
- Walton-on-the-Naze

These areas will be a focus for investment in social, economic and physical infrastructure and initiatives to improve vitality, environmental quality, social inclusion, economic prospects, education, health, community safety, accessibility and green infrastructure.

As well as this, the Council will seek to: preserve or enhance the historic assets of these areas, including the at risk conservation areas. The at risk conservation areas are: Clacton Seafront, Dovercourt, St Osyth and Thorpe-le-Soken Station and Maltings.

The Council will support proposals for new development which are consistent with achieving its regeneration aims.

This Policy contributes towards achieving Objectives 2, 3, 4 and 6 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 42: Impact on Sustainability Objectives: Policy PP14

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|----|---|----|----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | ++ | ++ | + | ++ | ++ | N/A | N/A |
| Medium | N/A | ++ | ++ | + | ++ | ++ | N/A | N/A |
| Long | N/A | ++ | ++ | + | ++ | ++ | N/A | N/A |

The Policy will ensure a range of significant social and economic positive impacts associated with the notion of priority areas for regeneration and also their location, responding to centres of significant existing population and also those that will see growth in the Plan period. Particularly, this will have significant positive impacts on the historic environment, with a focus to regenerate at risk Conservation Areas in the District. There will additionally be minor impacts regarding minimising transport movements through the focus for investment in social, economic and physical infrastructure in such areas.



Alternatives Considered

An alternative has been explored for this policy. This relates to:

- Alternative PP14(1): To not designate Priority Areas for Regeneration and rely on allocations and development management policies

The appraisal of this alternative is as follows:

| Alternative PP14(1) – Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|---|--------------------------------|---|---|---|---|---|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | ? | ? | ? | ? | ? | N/A | N/A |
| Medium | N/A | ? | ? | ? | ? | ? | N/A | N/A |
| Long | N/A | ? | ? | ? | ? | ? | N/A | N/A |

Alternative PP14(1) has been assessed as having uncertain impacts across all relevant sustainability objectives in comparison; this is associated with uncertainties surrounding the delivery of such a range of uses should there not be any integrated vision for the areas identified within the Preferred Policy. The flexible nature of the Policy also ensures that regeneration could be achieved through different viable initiatives or developments throughout the Plan period, being suitable adaptable to market conditions.

Reason for Rejection – The alternative has been rejected as it gives less certainty to Council aspirations and less certainty that planning applications will meet the identified requirements of the policy, which might otherwise not be forthcoming.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.



5.7 Protected Places Policies

The Local Plan's strategic objective for Water and Climate Change is 'To reduce the risk of flooding by securing the appropriate location and design of new development, having regard to the likely impact of climate change.'

It is of vital importance to protect the quality of the district's most special natural and built environments. There are many reasons for this, including the international importance and vulnerability of its extensive coastal and estuarine areas and the historic quality of its numerous designated conservation areas and listed buildings.

Protecting the quality of both the natural and built environments is necessary to ensure that the Council meets its legal obligations in those regards and that the district is a safe and attractive place to live, work and visit, thereby helping to underpin the local economy and attract inward investment seeking a quality environment. To ensure that new development is sustainable, it is essential that proposals have regard to, amongst other things, the need to avoid causing harm to sensitive areas and that it takes the opportunities available to enhance the quality of places. This section of the plan contains the following policies:

- Policy PPL1: Development and Flood Risk
- Policy PPL2: Coastal Protection Belt
- Policy PPL3: The Rural Landscape
- Policy PPL4: Biodiversity and Geodiversity
- Policy PPL5: Water Conservation, Drainage and Sewerage
- Policy PPL6: Strategic Green Gaps
- Policy PPL7: Archaeology
- Policy PPL8: Conservation Areas
- Policy PPL9: Listed Buildings
- Policy PPL10: Renewable Energy Generation
- Policy PPL11: The Avenues Area of Special Character, Frinton-on-Sea
- Policy PPL12: The Gardens Area of Special Character, Clacton-on-Sea
- Policy PPL13: Ardleigh Reservoir Catchment Area
- Policy PPL14: Safeguarding of Civil Technical Site, North East of Little Clacton / South of Thorpe-le-Soken
- Policy PPL15: Safeguarding of Hazardous Substance Site, South East of Great Oakley / South West of Harwich



5.7.1 Policy PPL1: Development and Flood Risk

The policy is as follows:

Policy PPL1: Development and Flood Risk

All development proposals should include appropriate measures to respond to the risk of flooding on and/or off site and within the Flood Zone (which includes Flood Zones 2 and 3, as defined by the Environment Agency) shown on the Policies Map and Local Maps, or elsewhere involving sites of 1ha or more, must be accompanied by a Flood Risk Assessment. New development must be designed to be resilient in the event of a flood and ensure that, in the case of new residential development, that there are no bedrooms at ground floor level and that a means of escape is possible from first floor level.

All major development proposals should consider the potential for new Green Infrastructure to help mitigate potential flood risk and include such Green Infrastructure, where appropriate.

Proposals must have regard, as necessary, to the following tests:

THE SEQUENTIAL TEST

All development proposals will be considered against the National Planning Policy Framework's 'Sequential Test', to direct development toward sites at the lowest risk of flooding, unless they involve land specifically allocated for development on the Policies Map or Local Maps.

THE EXCEPTION TEST

Where new development cannot be located in an area of lower flood risk and is otherwise sustainable, the Exception Test will be applied in accordance with the National Planning Policy Framework.

This Policy contributes towards achieving Objective 9 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 43: Impact on Sustainability Objectives: Policy PPL1

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|---|-----|-----|-----|---|-----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | + | N/A | N/A | N/A | + | N/A | ++ |
| Medium | N/A | + | N/A | N/A | N/A | + | N/A | ++ |
| Long | N/A | + | N/A | N/A | N/A | + | N/A | ++ |

The Policy is in direct compliance with the NPPF regarding directing development to areas of lowest or no flood risk in the first instance and then suitably in line with the sequential test. This, by definition, also ensures the efficient use of land across the District. The Policy also includes the potential mitigation through green infrastructure, which is likely to improve biodiversity and contribute to the creation of off-site habitats to support internationally designated sites within the District.

Alternatives Considered

The Policy is in direct compliance with the NPPF regarding directing development to areas of lowest or no flood risk in



the first instance and then suitably in line with the sequential test. As such there are no alternative approaches that could be seen as reasonable or sound locally or nationally.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.

5.7.2 Policy PPL2: Coastal Protection Belt

The policy is as follows:

Policy PPL2: Coastal Protection Belt

Within the Coastal Protection Belt, as shown on the Policies Map and Local Maps, the Council will:

- a) protect the open character of the undeveloped coastline and refuse planning permission for development which does not have a compelling functional or operational requirement to be located there; and
- b) Where development does have a compelling functional or operational requirement to be there, its design should respond appropriately to the landscape and historic character of its context and applicants to demonstrate that any development proposals will be safe over their planned lifetime.

The Council will take an 'adaptive approach' to coastal protection, where required, having regard to an assessment of the impact of coastal change and consideration of any applicable Shoreline Management Plan.

This Policy contributes towards achieving Objective 7 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 44: Impact on Sustainability Objectives: Policy PPL2

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|-----|----|-----|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | N/A | ++ | N/A | + |
| Medium | N/A | N/A | N/A | N/A | N/A | ++ | N/A | + |
| Long | N/A | N/A | N/A | N/A | N/A | ++ | N/A | + |

The Policy will ensure that the objectives of the Coastal Protection Belt are adhered to regarding Landscapes and also those associated with land instability. As such, there will be significant positive impacts on biodiversity and landscape and also minor positive impacts regarding Sustainability Objective 8 in so far as climate change impacts can be minimised regarding coastal erosion.

Alternatives Considered

The National Planning Policy Framework states that local planning authorities should avoid inappropriate development in vulnerable areas. Tendring District contains areas which are under threat from coastal erosion and, although the



Coastal Protection Belt was originally intended to protect landscape character, it now serves a further purpose in regard to helping ensure that any new development which does not need to be located within that area is directed to more sustainable locations. As such, no other alternatives have been explored in line with national policy.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.

5.7.3 Policy PPL3: The Rural Landscape

The policy is as follows:

Policy PPL3: The Rural Landscape

The Council will protect the rural landscape and refuse planning permission for any proposed development which would cause overriding harm to its character or appearance, including to:

- a) estuaries, rivers and undeveloped coast;
- b) skylines and prominent views including ridge-tops and plateau edges;
- c) traditional buildings and the settings of settlements;
- d) native hedgerows, trees and woodlands; and
- e) protected lanes, other rural lanes, bridleways and footpaths; and
- f) Registered Parks and Gardens

Development proposals affecting protected landscapes must pay particular regard to the conservation and enhancement of the special character and appearance of the Dedham Vale AONB, and its setting, and the setting of the Suffolk Coast and Heaths AONB, including any relevant AONB Management Plan objectives. New development which would impact upon the proposed extension to the Suffolk Coast and Heaths AONB, or its setting, should have specific regard to any special landscape qualities of the area affected.

Elsewhere, development proposals should have regard to the Natural England Character Area profiles for the Greater Thames Estuary (No.81) and the Northern Thames Basin (No.111) and the Council's Landscape Character Assessments, as relevant, and should protect and reinforce identified positive landscape qualities.

New development within the rural landscape should minimise the impact of light pollution on the site and its surroundings, in order to protect rural amenity and biodiversity.

This Policy contributes towards achieving Objectives 7 and 8 of this Local Plan.



Significant, Temporal and Secondary Effects

Table 45: Impact on Sustainability Objectives: Policy PPL3

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|-----|----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Medium | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Long | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |

The Policy will have significant positive impacts on the protection of natural, historic and environmental assets including landscapes. There will be no secondary or minor impacts associated with the single issue theme of the Policy; however it should be acknowledged that the Policy is compatible with the Plan's other policies that seek to ensure positive economic and social outcomes.

Alternatives Considered

There are no alternatives that can be considered reasonable in line with the Policy's adherence to the NPPF and the objectives of Natural England, Historic England and the Environment Agency. Any deviation from the Policy in response to these requirements would not be considered distinctly different to warrant assessment within this SA.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



5.7.4 Policy PPL4: Biodiversity and Geodiversity

The policy is as follows:

Policy PPL4: Biodiversity and Geodiversity

Sites designated for their international, European and national importance to nature conservation; including Ramsar sites, Special Protection Areas (SPAs), Special Areas of Conservation (SACs), Marine Conservation Zones (MCZs), National Nature Reserves (NNRs) and Sites of Special Scientific Interest (SSSIs) will be protected from development likely to have an adverse effect on their integrity. As a minimum, there should be no significant impacts upon any protected species, including European Protected Species and schemes should consider (and include provision, as may be relevant, for) the preservation, restoration or re-creation of priority habitats, ecological networks and the protection and recovery of protected species populations. Proposals for new development should also have regard to any published local Recreational Disturbance Avoidance and Mitigation Strategies and include any measures which may be necessary to support the aims of the strategy, to help to mitigate any likely recreational impacts arising from the development. Proposals for enhancement of special interest and features will be supported, subject to other material planning considerations.

Sites designated for their local importance to nature conservation, including Local Wildlife Sites (LoWS), Ancient Woodlands, Protected Verges and aged or veteran trees will be protected from development likely to have an adverse impact on such sites or features. Proposals for enhancement of special interest and features will be supported, subject to other material planning considerations.

Proposals for new development should be supported by an appropriate ecological assessment. Where new development would harm biodiversity or geodiversity, planning permission will only be granted in exceptional circumstances, where the benefits of the development demonstrably outweigh the harm caused and where adequate mitigation measures are included, to ensure no net loss, and preferably a net gain, in biodiversity.

Proposals for new infrastructure and major development should consider the potential for enhanced biodiversity, appropriate to the site and its location, including, where appropriate, within Green Infrastructure.

Any proposed development on sites which may support protected species will require a relevant survey/s, undertaken by a suitably qualified ecologist. If protected species are present, a suitable mitigation plan will be required prior to planning permission being granted.

This Policy contributes towards achieving Objective 8 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 46: Impact on Sustainability Objectives: Policy PPL4

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|-----|----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Medium | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Long | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |



The Policy will have significant positive impacts on the protection of natural and environmental assets, specifically those related to biodiversity and designated sites. There will be no secondary or minor impacts associated with the single issue theme of the Policy; however it should be acknowledged that the Policy is compatible with the Plan's other policies that seek to ensure positive economic and social outcomes.

Alternatives Considered

It is considered that any distinct deviation from this policy approach would not be reasonable for the purposes of consideration and appraisal within this SA. The policy ensures protection is sought from all development proposals to which the policy would be relevant, and reiterates the requirements of the NPPF and the Habitats Directive, an EU Obligation.

Proposed Mitigation Measures / Recommendations

At the Preferred Options (2016) the SA stated that, 'although Natural England are a statutory consultee on all planning applications that meet the criteria for consultation as identified through the location and type of development within a SSSI Impact Risk Zone (which also includes Natura 2000 sites), the Policy and supporting text could be clearer on what supporting information is needed to accompany planning applications in the first instance.' In line with the findings and recommendations of the HRA Screening Assessment and Appropriate Assessment (AA), the policy has been significantly expanded to make it clear that impacts and mitigation will be included in Recreational Disturbance Avoidance and Mitigation Strategies and that Ecological Appraisals will be required where a proposal might harm biodiversity on a site. This recommendation is affectively incorporated into the policy and supporting text, and does not apply at this stage. No new recommendations are made for the Policy at this stage.



5.7.5 Policy PPL5: Water Conservation, Drainage and Sewerage

The policy is as follows:

Policy PPL5: Water Conservation, Drainage and Sewerage

All new development must make adequate provision for drainage and sewerage and should include Sustainable Drainage Systems (SuDS) as a means of reducing flood risk, improving water quality, enhancing the Green Infrastructure network and providing amenity and biodiversity benefits. Applicants should explain and justify the reasons for not using SuDS if not included in their proposals, which should include water inputs and outputs designed to protect and, where possible, enhance the natural environment.

Proposals for development must demonstrate that adequate provision exists, or can be made available, for sewage disposal to a public sewer and water recycling centre (Sewage treatment works).

Applicants should explain their approach to water conservation, including the potential for the re-use of 'greywater' and rainwater 'capture and use' within their development, to help maintain the supply of drinking water.

Private sewage treatment facilities will not be permitted if there is an accessible public foul sewer. Where private sewage treatment facilities are the only practical option for sewage disposal, they will only be permitted where there would be no harm to the environment, having regard to preventing pollution of groundwater and any watercourses and odour.

Proposals for agricultural reservoirs may be permitted, subject to a detailed assessment against relevant policies in this Local Plan.

This Policy contributes towards achieving Objectives 8 and 9 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 47: Impact on Sustainability Objectives: Policy PPL5

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|-----|---|-----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | N/A | + | N/A | ++ |
| Medium | N/A | N/A | N/A | N/A | N/A | + | N/A | ++ |
| Long | N/A | N/A | N/A | N/A | N/A | + | N/A | ++ |

There will be significant positive impacts on reducing climate change impacts, specifically the integration of SuDS and drainage improvement and also improving water quality, through the Policy approach. There will also be minor positive impacts on biodiversity gain associated with particular SuDS integration where deemed appropriate on a site by site basis.

Alternatives Considered

The NPPF requires local planning authorities to mitigate and adapt to climate change, which includes having pro-active strategies in respect of water supply and demand. The Policy ensures that development proposals include a plan to



conserve water supplies by managing demand and ensure its appropriate disposal at all stages of development, including construction and after occupation, using Sustainable Drainage Systems (SuDS) where possible. As such, no alternative approaches could be deemed reasonable.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.

5.7.6 Policy PPL6: Strategic Green Gaps

The policy is as follows:

Policy PPL6: Strategic Green Gaps

Within Strategic Green Gaps, as shown on the Policies Map and Local Maps, the Council will not permit any development which would result in the joining of settlements or neighbourhoods, or which would erode their separate identities by virtue of their closer proximity. Planning permission may be granted where:

- a) the applicant can demonstrate that there is a functional need for the development to be in that specific location and that it cannot be delivered on an alternative piece of land outside of the Strategic Green Gap;
- b) the development would not compromise the open setting between settlements or neighbourhoods; and
- c) the development would involve the creation of Green Infrastructure which would support the continuing function of the Strategic Green Gap.

This Policy contributes towards achieving Objectives 7 and 8 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 48: Impact on Sustainability Objectives: Policy PPL6

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|---|-----|-----|----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | + | N/A | N/A | ++ | N/A | N/A |
| Medium | N/A | N/A | + | N/A | N/A | ++ | N/A | N/A |
| Long | N/A | N/A | + | N/A | N/A | ++ | N/A | N/A |

There will be significant positive impacts associated with landscape through the Policy's approach to ensuring Strategic Green Gaps. There will also be positive outcomes regarding biodiversity in the form of Green Infrastructure. There will also be minor secondary positive impacts regarding the sustaining of the rural economy, through the prescriptive approach of the Policy.



Alternatives Considered

At the Preferred Options stage, the SA considered and appraised an alternative to Policy PPL6. This was:

- Alternative PPL6(1): A less prescriptive approach to the Policy

The appraisal of this alternative is as follows:

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|---|-----|-----|---|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | + | N/A | N/A | + | N/A | N/A |
| Medium | N/A | N/A | + | N/A | N/A | + | N/A | N/A |
| Long | N/A | N/A | + | N/A | N/A | + | N/A | N/A |

Alternative PPL6(1) has been assessed as having similar impacts as the Preferred Policy, with the exception of less positive impacts on landscape through a less prescriptive approach. This is due in part to less restriction in regards to potential coalescence. Without a strict approach to maintaining Strategic Green Gaps, these allocations would likely not adhere to such policy criteria, nor the biodiversity gains associated with the creation of Green Infrastructure which would support the continuing function of Strategic Green Gaps. For these reasons the alternative has been rejected.

Reason for Rejection – Without a strict approach to maintaining Strategic Green Gaps, these allocations would likely not adhere to such policy criteria, nor the biodiversity gains associated with the creation of Green Infrastructure which would support the continuing function of Strategic Green Gaps. For these reasons the alternative has been rejected

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.

5.7.7 Policy PPL7: Archaeology

The policy is as follows:

Policy PPL7: Archaeology

Proposals for new development which would affect, or might affect, archaeological remains will only be permitted where accompanied by an appropriate desk-based assessment. Where identified as necessary within that desk-based assessment, a written scheme of investigation including excavation, recording or protection and deposition of archaeological records in a public archive will be required to be submitted to, and approved by, the Local Planning Authority.

Proposals for new development which are not able to demonstrate that known or possible archaeological remains will be suitably protected from loss or harm, or have an appropriate level of recording, will not be permitted.

This Policy contributes towards achieving Objective 7 of this Local Plan.



Significant, Temporal and Secondary Effects

Table 49: Impact on Sustainability Objectives: Policy PPL7

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|-----|----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Medium | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Long | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |

There will be significant positive impacts associated with the historic environment through the policy approach of a desk-based archaeological assessment accompanying planning applications where necessary.

Alternatives Considered

No alternatives can be considered reasonable in so far as the Policy does not act as a barrier to development and adheres to the requirements of the NPPF and Historic England guidance in the prior investigation and excavation of below ground deposits where necessary.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



5.7.8 Policy PPL8: Conservation Areas

The policy is as follows:

Policy PPL8: Conservation Areas

New development within a designated Conservation Area, or which affects its setting, will only be permitted where it has regard to the desirability of preserving or enhancing the special character and appearance of the area, especially in terms of:

- a) scale and design, particularly in relation to neighbouring buildings and spaces;
- b) materials and finishes, including boundary treatments appropriate to the context;
- c) hard and soft landscaping;
- d) the importance of spaces to character and appearance; and
- e) any important views into, out of, or within the Conservation Area.

Proposals for new development involving demolition within a designated Conservation Area must demonstrate why they would be acceptable, particularly in terms of the preservation and enhancement of any significance and impact upon the Conservation Area.

This Policy contributes towards achieving Objective 7 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 50: Impact on Sustainability Objectives: Policy PPL8

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|-----|----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Medium | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Long | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |

There will be significant positive impacts associated with the historic environment through the policy approach of new development within a designated Conservation Area, or which affects its setting, only being permitted where it has regard to the desirability of preserving or enhancing the special character and appearance of the area.

Alternatives Considered

No alternatives can be considered reasonable in so far as the Policy does not act as a barrier to development and adheres to the requirements of the NPPF and Historic England guidance in the protection and enhancement of Conservation Areas

Proposed Mitigation Measures / Recommendations



No mitigation measures or recommendations are proposed.

5.7.9 Policy PPL9: Listed Buildings

The policy is as follows:

Policy PPL9: Listed Buildings

Proposals for new development affecting a listed building or its setting will only be permitted where they will protect its special architectural or historic interest, its character, appearance and fabric and:

- a) are explained and justified through an informed assessment and understanding of the significance of the heritage asset and its setting; and
- b) are of a scale and design and use materials and finishes that respect the listed building and its setting.

This Policy contributes towards achieving Objective 7 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 51: Impact on Sustainability Objectives: Policy PPL9

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|-----|----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Medium | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Long | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |

There will be significant positive impacts associated with the historic environment through the policy approach of proposals for new development affecting a listed building or its setting only being permitted where they will protect its special architectural or historic interest, its character, appearance and fabric.

Alternatives Considered

No alternatives can be considered reasonable in so far as the Policy does not act as a barrier to development and adheres to the requirements of the NPPF and Historic England guidance in the protection and enhancement of Listed Buildings. Within the wider historic environment chapter however, the Preferred Options Plan included a specific policy on 'Enabling Development'. Enabling development is development which is proposed specifically to ensure the retention and future preservation of a listed building of particular significance, by generating funds for that purpose which could not be raised in another way. Such development would normally be considered unacceptable, often by virtue of its harm to the setting of the heritage asset it is intended to preserve. The Draft Publication Plan omits the previously included policy regarding Enabling Development, which included those criteria which would have to be met for a development proposal to be permitted. An alternative at this stage, is to:

- Alternative PPL9(1): Include a policy on Enabling Development as originally included in the Preferred



Options Plan

| Alternative PPL9(1): Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|--|--------------------------------|-----|-----|-----|-----|---|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | N/A | + | N/A | N/A |
| Medium | N/A | N/A | N/A | N/A | N/A | + | N/A | N/A |
| Long | N/A | N/A | N/A | N/A | N/A | + | N/A | N/A |

Alternative 1 will have positive impacts associated with the historic environment through the policy approach of proposals for enabling development only being permitted where it can be demonstrated that the benefits of allowing such development to secure the future conservation of a heritage asset outweigh the harm of departing from other planning policies. It could be perceived that impacts will be small at the strategic plan level, however significant positive impacts have been highlighted in acknowledgement of the nature of such a Policy seeking the removal of assets from the 'at risk' register. Nevertheless, such development is often considered unacceptable, often by virtue of its harm to the setting of the heritage asset it is intended to preserve. Enabling development would not normally be considered appropriate for heritage assets which have been allowed to deteriorate significantly, or have been destroyed, or are listed Grade II. For these reasons the policy's reintroduction into the Plan at this stage is rejected, and only minor positive impacts are highlighted within this appraisal of the alternative.

Reason for Rejection – Such development is often considered unacceptable, often by virtue of its harm to the setting of the heritage asset it is intended to preserve. Enabling development would not normally be considered appropriate for heritage assets which have been allowed to deteriorate significantly, or have been destroyed, or are listed Grade II. For these reasons the policy's reintroduction into the Plan at this stage is rejected.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



5.7.10 Policy PPL10: Renewable Energy Generation

The policy is as follows:

Policy PPL10: Renewable Energy Generation

Proposals for renewable energy schemes will be considered having regard to their scale, impact (including cumulative impact) and the amount of energy which is to be generated.

Proposals for new development should consider the potential for renewable energy generation, appropriate to the site and its location, and should include renewable energy installations where appropriate, or be designed to facilitate the retro-fitting of renewable energy installations.

This Policy contributes towards achieving Objectives 6 and 9 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 52: Impact on Sustainability Objectives: Policy PPL10

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|-----|---|---|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | N/A | ? | + | N/A |
| Medium | N/A | N/A | N/A | N/A | N/A | ? | + | N/A |
| Long | N/A | N/A | N/A | N/A | N/A | ? | + | N/A |

The Policy will have direct positive impacts on reducing contributions to climate change in line with an increased proportion of energy needs being met from renewable sources. Impacts are limited however where the Policy does not promote such generation, however it should be acknowledged that such integration is unlikely to be suitable in the District without proper consideration on a site-by-site and case-by-case basis. To this effect, the Policy could be expanded to consider the effects of biodiversity / wildlife designations, the historic environment and landscape as appropriate.

Alternatives Considered

In line with the NPPF, the Policy actively ensures that criteria exists to support planning applications that seek to increase the supply of green energy, but that its need should not automatically override environmental protection and the planning concerns of local communities. With this in mind, the Policy approach is appropriate to the NPPF and acknowledges that different technologies have different impacts and the impacts can vary by place. For this reason, no alternative approaches could be deemed reasonable for exploration within the District.

Proposed Mitigation Measures / Recommendations

Within the Preferred Options SA, it was recommended that although issues are specifically addressed in other thematic policies, the Policy could be expanded to consider the effects of biodiversity / wildlife designations, the historic environment and landscape as appropriate. Although this policy has incorporated the need for consideration of cumulative impacts in this Draft Publication iteration, it is considered that the original SA recommendation is still applicable and relevant at this stage.



5.7.11 Policy PPL11: The Avenues Area of Special Character, Frinton-on-Sea

The policy is as follows:

Policy PPL11: The Avenues Area of Special Character, Frinton-on-Sea

Within 'The Avenues' area of Frinton, new development must have particular regard to the special character and appearance of the area. To ensure that this special character is safeguarded new development shall:

- a) conform to the existing density of development and not appear cramped or incongruous in the street scene;
- b) not include any flats; and
- c) not include any uses other than Use Class C3 'Dwelling Houses'.

This Policy contributes towards achieving Objective 7 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 53: Impact on Sustainability Objectives: Policy PPL11

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|-----|----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Medium | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Long | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |

The Policy will ensure that the protection of this area is maximised in line with the protection principles relevant to the Frinton and Walton Conservation Area. The Policy, relevant to a specific area within a wider Conservation Area, adds additional weight as to what is deemed appropriate in terms of planning applications and ensures the restriction of permitted development within this designated area, without the need for general Article 4 Directions.



Alternatives Considered

At the Preferred Options stage, an alternative was explored for this policy. This related to:

- Alternative PPL11(1): To not have a Areas of Special Character Policy regarding this area

The appraisal of this alternative is as follows:

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|-----|---|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | N/A | + | N/A | N/A |
| Medium | N/A | N/A | N/A | N/A | N/A | + | N/A | N/A |
| Long | N/A | N/A | N/A | N/A | N/A | + | N/A | N/A |

Alternative PPL11(1) has been assessed as having only minor positive impacts specific to the area. In the absence of such a policy, general Conservation Area policy would apply which would not have the additional weight of restriction as to what constitutes appropriate development in the area; this could also give rise to development under permitted development that is inappropriate in nature but otherwise suitable within the protection objectives of the wider Conservation Area.

Reason for Rejection – In the absence of such a policy, general Conservation Area policy would apply which would not have the additional weight of restriction as to what constitutes appropriate development in the area; this could also give rise to development under permitted development that is inappropriate in nature but otherwise suitable within the protection objectives of the wider Conservation Area.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.



5.7.12 Policy PPL12: The Gardens Area of Special Character, Clacton-on-Sea

The policy is as follows:

Policy PPL12: The Gardens Area of Special Character, Clacton-on-Sea

Within “The Gardens” area of east Clacton, new development shall have particular regard to the special character and appearance of the area. To ensure that this special character is safeguarded new development shall:

- a) conform generally to the existing building line;
- b) be of two-storey scale;
- c) conform to the existing density of development and not appear cramped or incongruous in the street scene;
- d) not include any flats; and
- e) be residential, or retain a residential appearance. Commercial uses, including private hotels, guesthouses and offices will not normally be considered appropriate.

This Policy contributes towards achieving Objective 7 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 54: Impact on Sustainability Objectives: Policy PPL12

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|-----|----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Medium | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Long | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |

The Policy will ensure that the protection of this area is maximised. The Policy adds additional weight as to what is deemed appropriate in terms of planning applications and ensures the restriction of permitted development within this designated area.



Alternatives Considered

At the Preferred Options stage, an alternative was explored for this policy. This related to:

- Alternative PPL12(1): To not have a Areas of Special Character Policy regarding this area

The appraisal of this alternative is as follows:

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|-----|---|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | N/A | ? | N/A | N/A |
| Medium | N/A | N/A | N/A | N/A | N/A | ? | N/A | N/A |
| Long | N/A | N/A | N/A | N/A | N/A | ? | N/A | N/A |

Alternative PPL12(1) has been assessed as having uncertain impacts specific to the area. In the absence of such a policy, there would be no additional restriction as to what constitutes appropriate development in the area; this could give rise to development under permitted development rights that is inappropriate regarding use and design but which would otherwise be deemed suitable in line with more general design policy.

Reason for Rejection – It is important that the Arcadian character of this area is preserved by ensuring that it remains an area of large detached houses on spacious plots in a well landscaped setting. In the absence of such a policy, there would be no additional restriction as to what constitutes appropriate development in the area.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.

5.7.13 Policy PPL13: Ardleigh Reservoir Catchment Area

The policy is as follows:

Policy PPL13: Ardleigh Reservoir Catchment Area

Ardleigh Reservoir is surrounded by a catchment area within which certain proposals for development will be subject to consultation with the operator of the site. This may result in restrictions being imposed or planning permission being refused if the development could materially affect the quality of water draining into the reservoir.

This Policy contributes towards achieving Objective 9 of this Local Plan.



Significant, Temporal and Secondary Effects

Table 55: Impact on Sustainability Objectives: Policy PPL13

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|-----|-----|-----|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | N/A | N/A | N/A | + |
| Medium | N/A | N/A | N/A | N/A | N/A | N/A | N/A | + |
| Long | N/A | N/A | N/A | N/A | N/A | N/A | N/A | + |

Ardleigh Reservoir is located in open countryside, and the Policy ensures that new development in its vicinity does not harm water quality. This will have a positive impact on Sustainability Objective 8.

Alternatives Considered

Ensuring that development is not detrimental to water quality is an important objective of Chapter 11 of the NPPF. The reservoir thus needs to be protected from any pollutants in the first instance, especially in relation to the importance of the Reservoir for water supply and recreation uses. As a result, any alternative policy direction could be seen as unreasonable for consideration. An alternative of not including the Policy could lead to significant negative environmental impacts in consideration of housing pressures that could otherwise be permitted in close proximity to the water body. As such, the non-inclusion of the Policy has not been considered further.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.

5.7.14 Policy PPL14: Safeguarding of Civil Technical Site, North East of Little Clacton / South of Thorpe-le-Soken

The policy is as follows:

Policy PPL14: Safeguarding of Civil Technical Site, North East of Little Clacton / South of Thorpe-le-Soken

The civil technical site located to the north east of Little Clacton and south of Thorpe-le-Soken is surrounded by a safeguarded area, within which certain proposals for development will be subject to consultation with the operator of the site. This may result in restrictions being imposed or planning permission being refused if the development could materially affect the proper functioning of the technical site.

This Policy contributes towards achieving Objective 7 of this Local Plan.



Significant, Temporal and Secondary Effects

Table 56: Impact on Sustainability Objectives: Policy PPL14

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Medium | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Long | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

An important civil aviation navigation beacon and technical site is located in open countryside to the north east of Little Clacton and south of Thorpe-le-Soken. In order to fulfil its function, it is necessary to ensure that new development nearby does not interfere with it. There will be no significant direct impacts on the Sustainability Objectives as a result of this Policy.

Alternatives Considered

No alternatives could be considered reasonable in line with the operating requirements of the civil aviation navigation beacon and technical site.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



5.7.15 Policy PPL15: Safeguarding of Hazardous Substance Site, South East of Great Oakley / South West of Harwich

The policy is as follows:

Policy PPL15: Safeguarding of Hazardous Substance Site, South East of Great Oakley / South West of Harwich

The hazardous substance site located at Bramble Island to the south east of Great Oakley and south west of Harwich is surrounded by a safeguarded area, within which certain proposals for development will be subject to consultation with the operator of the site. This may result in restrictions being imposed or planning permission being refused, if safety issues arise or the development could materially affect the proper functioning of the hazardous substance site.

During the continued operation of Bramble Island as a high hazard site, planning permission within the area subject of the Health and Safety Executive licence will be granted where:

- a) the new development is required to ensure appropriate operation of the site;
- b) development would not extend the area affected by the safeguarding zone;
- c) it can be demonstrated that there would be no harmful effects upon the national, European and international environmental designations which exist; and
- d) the proposal would comply with all other relevant national and local planning policies.

This Policy contributes towards achieving Objective 7 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 57: Impact on Sustainability Objectives: Policy PPL15

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|-----|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Medium | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Long | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

The Policy seeks to further protect the function of a hazardous substance site located at Bramble Island to the south east of Great Oakley and south west of Harwich by preserving the principle of the safeguarded area which surrounds it. There will be no impact on this policy in so far as safeguarding continues the use of and function of the site and the policy seeks to preserve current conditions.



Alternatives Considered

No alternatives could be considered reasonable in line with a requirement to fulfil the function of the site whilst ensuring that the policy is compliant with the presumption in favour of sustainable development of the NPPF. It ensures that development that is not in conflict with the site and its safeguarded area would be appropriate.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



5.8 Connected Places Policies

In order to help support the principles of sustainable development, it is important to ensure that everyone living in, working in or visiting Tendring District is able to travel and communicate efficiently. Effective telecommunications can reduce the need to travel and thereby help to reduce congestion on the roads, making journeys more efficient and convenient. Where journeys are necessary, providing opportunities for alternative means of transport to the private car is an essential consideration for proposals for new development. Even small-scale developments can increase the likelihood of more car journeys being made unless provision is made within schemes.

The Local Plan's strategic objectives for Infrastructure Provision are 'To make efficient use of existing transport infrastructure and ensure sustainable transport opportunities are promoted in all new development. Where additional capacity is required in the form of new or upgraded transport infrastructure, to ensure this is provided alongside new development.', 'To enable provision of upgraded broadband infrastructure and services' and 'To ensure that new growth brings opportunities to enhance existing services, facilities and infrastructure for the benefit of existing and new communities.' This section of the Plan contains the following policies:

- Policy CP1: Sustainable Transport and Accessibility
- Policy CP2: Improving the Transport Network
- Policy CP3: Improving the Telecommunications Networks

5.8.1 Policy CP1: Sustainable Transport and Accessibility

The policy is as follows:

Policy CP1: Sustainable Transport and Accessibility

Proposals for new development must be sustainable in terms of transport and accessibility and therefore should include and encourage opportunities for access to sustainable modes of transport, including walking, cycling and public transport. Providing options for non-motorised vehicles is especially important for the large scale developments at Clacton and the Tendring Colchester Borders Garden Community.

Planning applications for new major development likely to have significant transport implications will normally require a Transport Statement. If the proposal is likely to have significant transport implications or a Transport Assessment, the scope of which should be agreed in advance between the District Council and the applicant, in consultation with Essex County Council as the Highway Authority. In order to reduce dependence upon private car transport, improve the quality of life for local residents, facilitate business and improve the experience for visitors, all such applications should include proposals for walking and cycling routes and new or improved bus-stops/services. Where relevant, improvements to railway station passenger facilities should be included and greater connectivity between places and modes of transport demonstrated.

Travel Plans and Residential Travel Information Packs should be provided as appropriate and in accordance and in accordance with Essex County Council published guidance.

This Policy contributes towards achieving Objective 4 and 6 of this Local Plan.



Significant, Temporal and Secondary Effects

Table 58: Impact on Sustainability Objectives: Policy CP1

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|---|----|---|-----|---|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | ++ | + | ++ | + | N/A | + | N/A |
| Medium | N/A | ++ | + | ++ | + | N/A | + | N/A |
| Long | N/A | ++ | + | ++ | + | N/A | + | N/A |

The Policy will have significant positive impacts on increasing modes of transport and providing good accessibility by a range of modes. Minor impacts will also be realised on those objectives related to economic growth (through enhancing accessibility and tourism related benefits). The Policy will also have a secondary (indirect) positive impact through encouraging healthy lifestyles should walking and cycling uptake be enhanced as an attractive alternative to private or public motorised transportation. There will also be a secondary positive impact on reducing associated transport emissions.

Alternatives Considered

The Policy approach is indirect adherence to the requirements of the NPPF, and as such any deviation from the approach would be unreasonable or otherwise insufficiently distinct to warrant assessment within this SA.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



5.8.2 Policy CP2: Improving the Transport Network

The policy is as follows:

Policy CP2: Improving the Transport Network

- Proposals for new development which contribute to the provision of a safe and efficient transport network that offers a range of sustainable transport choices will be supported. Major development proposals should include measures to prioritise cycle and pedestrian movements, including access to public transport.
- Major growth areas at the Tendring Colchester Borders Garden Community (Tendring and Colchester Borders) and at Clacton will require provision of new and/or improved road infrastructure in order to fully serve the new growth areas and to avoid causing traffic congestion in the existing adjacent settlements. Strategic link roads will be required between the A120 and A133 and between the A133 and B1027, respectively; in addition to improvements for non-motorised travel.
- Proposals which would have any adverse transport impacts will not be granted planning permission unless these are able to be resolved and the development made acceptable by specific mitigation measures which are guaranteed to be implemented.

This Policy contributes towards achieving Objectives 4 and 6 of this Local Plan.

Table 59: Impact on Sustainability Objectives: Policy CP2

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|----|----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | ++ | ++ | ++ | N/A | N/A | N/A | N/A |
| Medium | N/A | ++ | ++ | ++ | N/A | N/A | N/A | N/A |
| Long | N/A | ++ | ++ | ++ | N/A | N/A | N/A | N/A |

Significant, Temporal and Secondary Effects

The Policy will have significant positive impacts associated with accessibility. There will also be significant indirect positive impacts on enhancing the development of the ports and also economic growth through general accessibility improvements and those targeted as a prerequisite for new strategic development proposals in the Plan.

Alternatives Considered

The Policy approach is indirect adherence to the requirements of the NPPF, and as such any deviation from the approach would be unreasonable or otherwise insufficiently distinct to warrant assessment within this SA.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



5.8.3 Policy CP3: Improving the Telecommunications Network

The policy is as follows:

Policy CP3: Improving the Telecommunications Network

Proposals for new telecommunications infrastructure will be supported where they utilise existing masts, buildings and other structures and where the applicant can demonstrate that:

- a) they will not cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest; and
- b) the possibility of other planned development in the area interfering with broadcast and telecommunications has been considered and addressed.

Proposals for new masts, buildings or other structures associated with the communications network will only be approved where the applicant, in addition to meeting criteria a) and b) above, can demonstrate that:

- c) the development cannot, for practical or economic reasons, be incorporated into or onto existing masts, buildings and other structures; and
- d) the development will be sympathetically designed, having regard to its appearance and impact upon local visual amenity and camouflaged if necessary.

All new dwellings and non-residential buildings must be served by at least a 'superfast' broadband* (fibre optic) connection, installed on an open access basis and directly accessed from the nearest British Telecom exchange and threaded through resistant tubing to enable easy access to the fibre optic cable for future repair, replacement or upgrading, unless the applicant can demonstrate that this would not be possible, practical or economically viable. In those cases, the Council may utilise Community Infrastructure Levy (CIL) funds, or seek a developer contribution, towards off-site works that would enable those properties access to superfast broadband, either via fibre optic cable or wireless technology in the future.

*As new versions of broadband - such as 'ultrafast' - become available, provision must be the best possible speed.

This Policy contributes towards achieving Objective 4 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 60: Impact on Sustainability Objectives: Policy CP3

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|-----|----|---|---|---|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | N/A | N/A | ++ | + | + | + | N/A | N/A |
| Medium | N/A | N/A | ++ | + | + | + | N/A | N/A |
| Long | N/A | N/A | ++ | + | + | + | N/A | N/A |



The Policy will have significant impacts on economic growth, associated with enhanced infrastructure ensuring faster broadband speeds for the benefit of attracting businesses to the District and also ensuring home working. This in turn will have minor positive impacts on reducing the need to travel and possibly ensuring better educational achievement. There will also be minor positive outcomes regarding landscapes associated with telecommunications infrastructure in the form of masts being required to utilise existing masts in the first instance, and otherwise being required to be sympathetically designed, having regard to its appearance and impact upon local visual amenity.

Alternatives Considered

In line with the NPPF's requirement to promote the expansion of electronic communications networks, including both telecommunications and high speed broadband, the Policy adopts a proactive approach whilst still being suitably precautionary of the environmental impacts of new infrastructure. With this in mind, no alternatives can be considered reasonable.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



5.9 Delivering Places

5.9.1 Introduction

The Plan includes a number of 'strategic' site related policies to support the allocations made within the Plan for development purposes. These policies both allocate the land use, and also offer additional criteria in order to make them sustainable.

It should be noted that the appraisal of these policies in this section do not refer specifically to the SA of the site proposal itself, but reflect whether the policy content is appropriate in light of the identified impacts of the site appraisal in Appendix 1 of this report. Appendix 1 also shows the appraisal of on-site / 'policy-off' impacts for the sites in comparison to alternative sites considered. For reference however, a summary of the site impacts has been offered for the site each policy refers to in this section, to cross-refer whether the policy criteria is suitable in order to mitigate impacts and maximise sustainability benefits.

Within this Section, the SA separates the policies into Mixed Use, Housing and Employment allocations and groups the relevant policies into a single appraisal for each use. These policies, for each land use, are:

| Development Type | Policy |
|--|---|
| Strategic Mixed Use Site Policies (SAMU) | Policy SAMU1 – Development at Edme Maltings, Mistley Policy SAMU2 – Development at Hartley Gardens, Clacton Policy SAMU3 – Development at Oakwood Park, Clacton Policy SAMU4 – Development at Rouses Farm, Jaywick Lane, Clacton Policy SAMU5 – Development South of Thorpe Road, Weeley |
| Strategic Housing Site Policies (SAH) | Policy SAH1 – Development at Greenfield Farm, Dovercourt Policy SAH2 – Development at Low Road, Dovercourt Policy SAH3 – Development at Robinson Road, Brightlingsea |
| Strategic Employment Site Policies (SAE) | Policy SAE1 – Carless Extension, Harwich Policy SAE2 – Land South of Long Road, Mistley Policy SAE3 – Lanswood Park, Elmstead Market Policy SAE4 – Mercedes Site, Bathside Bay Policy SAE5 – Development at Mistley Port Policy SAE6 – Development at Mistley Marine Policy SAE7 – Stanton Europark |

The following sub-sections explore the suitability of the above policies in light of the impacts highlighted in Appendix 1.



5.9.2 Policy SAMU1: Development at Edme Maltings, Mistley

The Policy is as follows:

Policy SAMU1: Development at Edme Maltings, Mistley

Land to the north and south of High Street, Mistley (EDME Maltings), shown on the Policies Map as site SAMU1, is allocated for a residential led mixed-use development as follows:

- a) up to 150 new homes of a mixed size and type to include affordable housing as per the Council's requirements;
- b) at least 0.13 hectares of land for employment;
- c) recreation and leisure uses, subject to market demand;

Proposals must accord with the following:

- d) the principle point of vehicular access to both the northern and southern plots will be via the existing accesses off High Street (with improvements where necessary and/or appropriate);
- e) capacity and/or safety enhancements to the local highway network where necessary;
- f) where necessary, enhancements to public transport, cycle, pedestrian, and bridleway infrastructure. In particular, enhancement of the Essex Way must be delivered;
- g) views across the Stour Estuary must be maintained;
- h) delivery of opportunities for the protection and enhancement of the historic environment (having particular regard to the maritime heritage of the area)
- i) protection of the adjoining nature conservation interests, biodiversity and landscape quality during construction work and thereafter;
- j) financial contributions to primary and secondary education provision as required by the Local Education Authority either through the Community Infrastructure Levy or Section 106 Planning Obligations;
- k) Regards must be given to ensure public accessibility to the registered Village Green.

The following table indicates the sustainability benefits and issues highlighted within the detailed appraisal of the site in Appendix 1:

| | Positive impacts | Issues to address |
|--|---|--|
| Policy SAMU1 – Development at Edme Maltings, Mistley | Housing, accessibility, employment, public transport, access to education, open space, brownfield land. | Listed Building, Conservation Area, designated areas of the coastal environment. |



Significant, Temporal and Secondary Effects

The following table and corresponding commentary explores whether the site policy adequately addresses the above on-site concerns in light of the detailed appraisal of the site within Appendix 1.

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|----|----|---|----|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ++ | ++ | ++ | ++ | + | ++ | 0 | 0 |
| Medium | ++ | ++ | ++ | ++ | + | ++ | 0 | 0 |
| Long | ++ | ++ | ++ | ++ | + | ++ | 0 | 0 |

The Policy can be seen to sufficiently address the uncertain and negative impacts raised in the appraisal of the site in Appendix 1, specifically regarding the potential impact on the Conservation Area and nearby wildlife designations. The Policy also ensures that the positive impacts associated with the location of the site are maximised to offer sustainability benefits.

Alternatives Considered

Alternatives to the allocation for the above sites are explored in Appendix 1.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



5.9.3 Policy SAMU2: Development at Hartley Gardens, Clacton

Policy SAMU2: Development at Hartley Gardens, Clacton

Land north of Bockings Elms and west of A133 shown on the Policies Map as site SAMU2, is allocated for mixed use development as follows:

- a) 800-1,000 new homes of mixed sizes and types to include affordable housing as per the Council's requirements up to 2033;
- b) At least 7 hectares of land for employment;
- c) 22.1 hectares of land for a new primary school with co-located 56 place early years and childcare facility (D1 use) as required by the Local Education Authority through Section 106 Planning Obligations;
- d) 1 hectare of public open space;

Proposals must accord with the following:

- e) inclusion of a master planned approach which addresses the opportunities for further development post-2033;
- f) inclusion of a new link road between the A133 and B1027 along the north western boundary of the site. The principal points of vehicular access must be from the new link road;
- g) capacity and/or safety enhancements to the local highway network where necessary;
- h) where necessary, enhancements to public transport, cycle, pedestrian, and bridleway infrastructure;
- i) inclusion of appropriate flood risk mitigation measures and SUDs;
- j) the design and layout of the development must have regard to the surrounding landscape, seeking to avoid visual impacts through the inclusion of mitigation measures;
- k) where an archaeological evaluation (trial trenching where necessary) identifies surviving archaeological deposits, an appropriate mitigation strategy for preservation in situ or by excavation should be submitted;
- l) due regard should be given to the setting and significance of other heritage assets in the locality;
- m) incorporation of upgrades to both treatment infrastructure, network, water and drainage strategy to serve the new development;
- n) financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority through Section 106 Planning Obligations;
- o) financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligations.



The following table indicates the sustainability benefits and issues highlighted within the detailed appraisal of the site in Appendix 1:

| | Positive impacts | Issues to address |
|--|---|---|
| Policy SAMU2 – Development at Hartley Gardens, Clacton | Housing, regeneration, accessibility, employment, town centre vitality, sustainable transport, access to education, open space. | Listed Buildings, potential impact on Conservation Area, loss of greenfield land, fluvial flooding, surface water flooding, |

Significant, Temporal and Secondary Effects

The following table and corresponding commentary explores whether the site policy adequately addresses the above on-site concerns in light of the detailed appraisal of the site within Appendix 1.

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|----|----|----|----|---|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ++ | ++ | ++ | ++ | ++ | ++ | 0 | ++ |
| Medium | ++ | ++ | ++ | ++ | ++ | ++ | 0 | ++ |
| Long | ++ | ++ | ++ | ++ | ++ | ++ | 0 | ++ |

The Policy can be seen to sufficiently address the uncertain and negative impacts raised in the appraisal of the site in Appendix 1, surrounding the potential impact on Conservation Area, accessibility, fluvial flooding and surface water flooding. The Policy also ensures that the positive impacts associated with the location of the site are maximised to offer sustainability benefits.

Alternatives Considered

Alternatives to the allocation for the above sites are explored in Appendix 1.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



5.9.4 Policy SAMU3: Development at Oakwood Park, Clacton

Policy SAMU3: Development at Oakwood Park, Clacton

Land north of Clacton-on-Sea, between Holland Road and the Oakwood Business Park (Oakwood Park, Clacton), shown on the Policies Map as Site SAMU3, is allocated for a mix of residential development, community facilities and public open space as follows:

- a) 21.1 hectares of new homes of mixed sizes and types to include affordable housing as per the Council's requirements;
- b) Up to 500 new homes to be delivered during the plan period to 2033; to include 180 dwellings which address a specific requirement for accommodation designed for the needs of older residents;
- c) 3.3 hectares of public open space;
- d) 2.1 hectares of land for a new primary school with co-located 56 place early years and childcare facility (D1 use) as required by the Local Education Authority through Section 106 Planning Obligations;
- e) 2.04 hectares of land for care and extra care facilities;
- f) 1.93 hectares of land for a local centre; and
- g) 1.0 hectares of land for health care facilities;

Proposals must accord with the following:

- h) inclusion of development at urban to suburban densities (average of 30 dph) and include a master planned approach which addresses the opportunities for further development post-2033;
- i) the principal point of vehicular access should be off Thorpe Road through the commitment to the west utilising the recently constructed roundabout and only if necessary a secondary access off Holland Road to the north;
- j) capacity and/or safety enhancements to the local highway network where necessary;
- k) where necessary, enhancements to public transport, cycle, pedestrian, and bridleway infrastructure.
- l) delivery of opportunities for the protection and enhancement of the historic environment features and settings including the built and archaeological environment;
- m) where an archaeological evaluation (trial trenching where necessary) identifies surviving archaeological deposits, an appropriate mitigation strategy for preservation in situ or by excavation should be submitted;
- n) the design and layout of the development must have regard to the surrounding landscape, seeking to avoid visual impacts through the inclusion of mitigation measures to deliver links with the existing landscape and access features. As part of this, appropriate landscaping treatment along the northern and eastern fringes of the site is required to minimise visual impacts;
- o) financial contributions to early years and childcare, primary and secondary education provision, as required by the Local Education Authority primarily through Section 106 Planning Obligations or the Community Infrastructure Levy;
- p) early engagement with Anglian Water to secure upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development;

q) financial contributions towards community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligations.

The following table indicates the sustainability benefits and issues highlighted within the detailed appraisal of the site in Appendix 1:

| | Positive impacts | Issues to address |
|---|---|---|
| Policy SAMU3 – Development at Oakwood Park, Clacton | Housing, accessibility, town centre vitality, regeneration, employment, sustainable transport, access to education, open space. | Listed Buildings, Potential impact on Conservation Area, designated areas of countryside. |

Significant, Temporal and Secondary Effects

The following table and corresponding commentary explores whether the site policy adequately addresses the above on-site concerns in light of the detailed appraisal of the site within Appendix 1.

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|----|----|----|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ++ | ++ | ++ | ++ | ++ | + | 0 | 0 |
| Medium | ++ | ++ | ++ | ++ | ++ | + | 0 | 0 |
| Long | ++ | ++ | ++ | ++ | ++ | + | 0 | 0 |

The Policy can be seen to sufficiently address the uncertain and negative impacts raised in the appraisal of the site in Appendix 1, surrounding accessibility, and landscape concerns. The Policy also ensures that the positive impacts associated with the location of the site are maximised to offer sustainability benefits. The assessment of the site in Appendix 1 raises the possibility of negative impacts on the Conservation Area emanating from increased transport movements through the Conservation Area from the new community to the town centre for services and rail links. This can be considered an 'off-site' impact that any forthcoming development can not be expected to have to mitigate and as such the Policy is considered suitable and appropriate. Policy PP14 identifies Clacton Seafront Conservation Area as a Priority Area for Regeneration. It should also be noted that the Plan includes text that, 'new Conservation Area Management Plans will be prepared in addition to updates to the existing Conservation Area Character Appraisals' which should identify any pressures and issues from growth and seek solutions relevant to the Conservation Area 'on-site'.

Alternatives Considered

Alternatives to the allocation for the above sites are explored in Appendix 1.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



5.9.5 Policy SAMU4: Development at Rouses Farm, Jaywick Lane, Clacton

Policy SAMU4: Development at Rouses Farm, Jaywick Lane, Clacton

Land at Rouses Farm, west of Jaywick Lane and south of St. John's Road, Clacton-on-Sea, as defined on Policies Map as SAMU4, is allocated for a mix of residential development, community facilities and public open space as follows:

- a) up to 850 new homes of mixed sizes and types to include affordable housing as per the Council's requirements up to 2033 and features to support extra care requirements;
- b) a new primary school with co-located 56 place early years and childcare facility (D1 use) on 2.1 hectares of land as required by the Local Education Authority through Section 106 Planning Obligations;
- c) a new neighbourhood shopping centre.
- d) a site for a new healthcare facility to meet the primary health care needs of the growing population in West Clacton;
- e) a minimum of 5 hectares of public open space;

Proposals must accord with the following:

- f) inclusion of a master planned approach;
- g) The principal points of vehicular access will be off St John's Road in the north and Jaywick Lane in the south;
- h) the design and layout of the development must have regard to the surrounding landscape, seeking to avoid visual impacts through the inclusion of mitigation measures to deliver links with the existing landscape and access features. As part of this, a minimum 20 metre landscaping buffer along the western edge of the site is required to minimise visual impacts;
- i) the layout of the site is expected to include a new spine road with a carriageway width of 6.75 metres, linking St John's Road and Jaywick Lane, which is capable of accommodating buses and other large vehicles, enabling traffic calming measures or access restrictions to be implemented in Jaywick Lane which will benefit existing residents in that area;
- j) where necessary and/or appropriate, incorporation of highway capacity, safety, public transport, cycle, pedestrian and bridleway service and/or infrastructure enhancements. A safe cycle path/footpath between the development and the Clacton Coastal Academy and new Primary School is required;
- k) a financial contribution to early years and childcare and secondary education provision, as required by the Local Education Authority through Section 106 Planning Obligations;
- l) delivery of opportunities for the protection and enhancement of the historic environment features and settings including the built and archaeological environment;
- m) early engagement with Anglian Water to secure upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development.

The following table indicates the sustainability benefits and issues highlighted within the detailed appraisal of the site in Appendix 1:



| | Positive impacts | Issues to address |
|--|---|---|
| Policy SAMU4 – Development at Rouses Farm, Jaywick Lane, Clacton | Housing, regeneration, town centre vitality, employment, access to education. | Access to strategic roads, loss of open space, Listed Buildings, potential impact on Conservation Area, designated areas of countryside (landscape), loss of greenfield land. |

Significant, Temporal and Secondary Effects

The following table and corresponding commentary explores whether the site policy adequately addresses the above on-site concerns in light of the detailed appraisal of the site within Appendix 1.

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|----|----|----|----|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ++ | ++ | ++ | ++ | ++ | ++ | 0 | 0 |
| Medium | ++ | ++ | ++ | ++ | ++ | ++ | 0 | 0 |
| Long | ++ | ++ | ++ | ++ | ++ | ++ | 0 | 0 |

The Policy can be seen to sufficiently address the uncertain and negative impacts raised in the appraisal of the site in Appendix 1, surrounding access to strategic roads, loss of open space, potential impact on the Conservation Area, and impacts on designated areas of countryside. The Policy also ensures that the positive impacts associated with the location of the site are maximised to offer sustainability benefits.

Alternatives Considered

Alternatives to the allocation for the above sites are explored in Appendix 1.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



5.9.6 Policy SAMU5: Development South of Thorpe Road, Weeley

Policy SAMU5: Development South of Thorpe Road, Weeley

Land south of Thorpe Road, Weeley, shown on the Policies Map as site SAMU5, is allocated for mixed use development as follows:

- a) Up to 280 new homes of a mixed size and type to include affordable housing as per the Council's requirements;
- b) 1 hectare of land for employment (potentially utilising buildings at Ash Farm);
- c) 1 hectare of public open space;
- d) 2.1 hectares of land for a new primary school with co-located 56 place commensurate early years and childcare facility (D1 use) as required by the Local Education Authority through Section 106 Planning Obligations;

Proposals must accord with the following:

- e) the principle point of vehicular access will be off Thorpe Road;
- f) capacity and/or safety enhancements to the local highway network where necessary;
- g) where necessary, enhancements to public transport, cycle and pedestrian infrastructure;
- h) provision of a pedestrian/cycle bridge over the railway line, as a replacement for the existing level crossing prior to the occupation of the one-hundredth dwelling;
- i) the design and layout of the development must have regard to the surrounding landscape, seeking to avoid visual impacts through the inclusion of mitigation measures;
- j) delivery of opportunities for the protection and enhancement of the historic environment including the built and archaeological environment;
- k) early engagement with Anglian Water to secure upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development;
- l) a financial contribution to early years and childcare, primary and secondary education provision, as required by the Local Education Authority through Section 106 Planning Obligations;
- m) financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligations.

The following table indicates the sustainability benefits and issues highlighted within the detailed appraisal of the site in Appendix 1:

| | Positive impacts | Issues to address |
|---|---|---|
| Policy SAMU5 – Development South of Thorpe Road, Weeley | Housing, sustainable travel, employment, accessibility, regeneration, | Listed Buildings, Access to secondary school. |



Significant, Temporal and Secondary Effects

The following table and corresponding commentary explores whether the site policy adequately addresses the above on-site concerns in light of the detailed appraisal of the site within Appendix 1.

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|----|----|---|----|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ++ | ++ | ++ | ++ | + | ++ | 0 | 0 |
| Medium | ++ | ++ | ++ | ++ | + | ++ | 0 | 0 |
| Long | ++ | ++ | ++ | ++ | + | ++ | 0 | 0 |

The Policy can be seen to sufficiently address the negative impact raised in the appraisal of the site in Appendix 1, surrounding access to secondary schools. The Policy will have positive implication in this regard however, through the reiteration of a requirement of a financial contribution to early years and childcare, primary and secondary education provision. The Policy also ensures that the positive impacts associated with the location of the site are maximised to offer sustainability benefits.

Alternatives Considered

Alternatives to the allocation for the above sites are explored in Appendix 1.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



5.9.7 Policy SAH1: Development at Greenfield Farm, Dovercourt

Policy SAH1: Development at Greenfield Farm, Dovercourt

North of Main Road, Dovercourt, Greenfield Farm, Dovercourt, shown on the Policies Map as site SAH1, is allocated for housing development as follows:

- a) Up to 164 new homes of a mixed size and type to include affordable housing as per the Council's requirements;
- b) Minimum of 0.7 hectares of public open space.

Proposals must accord with the following:

- c) the principle point of vehicular access will be off Main Road;
- d) capacity and/or safety enhancements to the local highway network where necessary;
- e) where necessary, enhancements to public transport, cycle, pedestrian, and bridleway infrastructure
- f) the design and layout of the development must have regard to the surrounding landscape, seeking to avoid visual impacts through the inclusion of mitigation measures;
- g) the development must also pay specific regard to the topography of the site;
- h) the design and layout of the development incorporates or enhances important existing site features (including the onsite pond) of ecological or amenity value. Where these features are identified, the applicant must avoid, then mitigate and, as a last resort compensate for adverse impacts upon these;
- i) financial contributions to early years and childcare, primary and secondary school provision, as required by the Local Education Authority, primarily through Section 106 Planning Obligations or the Community Infrastructure Levy;
- j) early engagement with Anglian Water to secure upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development;
- k) financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligation.

The following table indicates the sustainability benefits and issues highlighted within the detailed appraisal of the site in Appendix 1:

| | Positive impacts | Issues to address |
|---|--|--|
| Policy SAH1: Development at Greenfield Farm, Dovercourt | Housing, accessibility, town centre vitality, public transport, access to schools, distance to GP, open space, | Primary school capacity, potential impact on SSSI. |



Significant, Temporal and Secondary Effects

The following table and corresponding commentary explores whether the site policy adequately addresses the above on-site concerns in light of the detailed appraisal of the site within Appendix 1.

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|---|----|----|----|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ++ | ++ | 0 | ++ | ++ | ++ | 0 | + |
| Medium | ++ | ++ | 0 | ++ | ++ | ++ | 0 | + |
| Long | ++ | ++ | 0 | ++ | ++ | ++ | 0 | + |

The Policy can be seen to sufficiently address the uncertain and negative impacts raised in the appraisal of the site in Appendix 1, particularly related to education contributions and potential ecological impacts. The Policy also ensures that the positive impacts associated with the location of the site are maximised to offer sustainability benefits.

Alternatives Considered

Alternatives to the allocation for the above sites are explored in Appendix 1.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



5.9.8 Policy SAH2: Development at Low Road, Dovercourt

Policy SAH2: Development at Low Road, Dovercourt

Low Road, Dovercourt, shown on the Policies Map as site SAH2, is allocated for housing development as follows:

- a) Up to 300 new homes of a mixed size and type to include affordable housing as per the Council's requirements;
- b) Minimum of 5 hectares of public open space.

Proposals must accord with the following:

- c) the principle point of vehicular access will be off Low Road;
- d) capacity and/or safety enhancements to the local highway network where necessary;
- e) where necessary, enhancements to public transport, cycle, pedestrian, and bridleway infrastructure
- f) the design and layout of the development must have regard to the surrounding landscape, seeking to avoid visual impacts through the inclusion of mitigation measures;
- g) the development must also pay specific regard to the topography of the site;
- h) the design and layout of the development incorporates or enhances important existing site features of ecological or amenity value. Where these features are identified, the applicant must avoid, then mitigate and, as a last resort compensate for adverse impacts upon these;
- i) financial contribution to early years and childcare, primary and secondary education provision, as required by the Local Education Authority primarily through Section 106 Planning Obligations or the Community Infrastructure Levy;
- j) early engagement with Anglian Water to secure upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development;
- k) financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligation.

The following table indicates the sustainability benefits and issues highlighted within the detailed appraisal of the site in Appendix 1:

| | Positive impacts | Issues to address |
|--|---|---|
| Policy SAH2: Development at Low Road, Dovercourt | Housing, accessibility, town centre vitality, sustainable transport, access to education (primary), open space. | Loss of greenfield land, access to education (secondary), primary school capacity, secondary school capacity, distance to GP, potential impact on SSSI, mineral safeguarding. |



Significant, Temporal and Secondary Effects

The following table and corresponding commentary explores whether the site policy adequately addresses the above on-site concerns in light of the detailed appraisal of the site within Appendix 1.

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|---|----|---|----|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ++ | ++ | 0 | ++ | + | ++ | 0 | 0 |
| Medium | ++ | ++ | 0 | ++ | + | ++ | 0 | 0 |
| Long | ++ | ++ | 0 | ++ | + | ++ | 0 | 0 |

The Policy can be seen to sufficiently address the uncertain and negative impacts raised in the appraisal of the site in Appendix 1. The yield of the site would not meet thresholds for the requirement of new schools; however the policy reiterates the stance that financial contributions will be required for early years and childcare, primary and secondary education provision. The Policy also ensures that the positive impacts associated with the location of the site are maximised to offer sustainability benefits.

Alternatives Considered

Alternatives to the allocation for the above sites are explored in Appendix 1.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



5.9.9 Policy SAH3: Development at Robinson Road, Brightlingsea

Policy SAH3: Development at Robinson Road, Brightlingsea

Robinson Road, Brightlingsea, shown on the Policies Map as site SAH3, is allocated for housing development as follows:

- a) Up to 115 new homes of a mixed size and type to include affordable housing as per the Council's requirements;
- b) Minimum of 0.56 hectares of public open space including a LEAP;

Proposals must accord with the following:

- c) the principle point of vehicular access will be off Robinson Road;
- d) capacity and/or safety enhancements to the local highway network where necessary;
- e) where necessary, enhancements to public transport, cycle, pedestrian, and bridleway infrastructure
- f) the design and layout of the development must have regard to the setting and significance of any historic features and buildings in the locality;
- g) the design and layout of the development must have regard to the surrounding landscape, seeking to avoid visual impacts through the inclusion of mitigation measures, in particular, the nationally designated sites;
- h) delivery of opportunities for the protection and enhancement of the historic environment including the built and archaeological environment;
- i) the design and layout of the development incorporates or enhances important existing site features of ecological or amenity value. Where these features are identified, the applicant must avoid, then mitigate and, as a last resort compensate for adverse impacts upon these;
- j) a financial contribution to early years and childcare, primary and secondary education provision, as required by the Local Education Authority through Section 106 Planning Obligations;
- k) early engagement with Anglian Water to secure any necessary upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development;
- l) necessary financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligations.

The following table indicates the sustainability benefits and issues highlighted within the detailed appraisal of the site in Appendix 1:

| | Positive impacts | Issues to address |
|--|-------------------------------------|--|
| Policy SAH3: Development at Robinson Road, Brightlingsea | Housing, distance to primary school | Loss of greenfield land, accessibility, distances to secondary school, school capacities, potential impact on SSSI, mineral safeguarding |



Significant, Temporal and Secondary Effects

The following table and corresponding commentary explores whether the site policy adequately addresses the above on-site concerns in light of the detailed appraisal of the site within Appendix 1.

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|---|----|----|----|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | ++ | ++ | 0 | ++ | ++ | ++ | 0 | 0 |
| Medium | ++ | ++ | 0 | ++ | ++ | ++ | 0 | 0 |
| Long | ++ | ++ | 0 | ++ | ++ | ++ | 0 | 0 |

The Policy can be seen to sufficiently address the uncertain and negative impacts raised in the appraisal of the site in Appendix 1. The yield of the site would not meet thresholds for the requirement of new schools; however the policy reiterates the stance that financial contributions will be required for early years and childcare, primary and secondary education provision. The Policy also ensures that the positive impacts associated with the location of the site are maximised to offer sustainability benefits.

Alternatives Considered

Alternatives to the allocation for the above sites are explored in Appendix 1.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.

5.9.10 Policy SAE1: Carless Extension, Harwich

Policy SAE1: Carless Extension, Harwich

Carless Extension, shown on the Policies Map as site SAE1, is proposed for 4.5 ha of employment use as an extension to the west of the existing refinery.

Proposals must accord with the following:

- assessment of any impact on nature conservation, including on the Stour and Orwell Estuaries SPA and Ramsar site, should be undertaken. If significant effects are considered likely, an appropriate mitigation strategy should be submitted;
- assessment of any impact on the landscape character should be undertaken and where impacts are identified, mitigation measures should be submitted including structural landscaping at the southern boundary;
- c. the proposed development must not compromise the safeguarded mineral transshipment site located in the vicinity. Early engagement with the Minerals Planning Authority is therefore encouraged.

The following table indicates the sustainability benefits and issues highlighted within the detailed appraisal of the site in Appendix 1:



| | Positive impacts | Issues to address |
|---|------------------------------|---|
| Policy SAE1: Carless Extension, Harwich | Employment, brownfield land. | Public transport, potential impact on SSSI, potential contamination, fluvial flood risk |

Significant, Temporal and Secondary Effects

The following table and corresponding commentary explores whether the site policy adequately addresses the above on-site concerns in light of the detailed appraisal of the site within Appendix 1.

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|----|---|---|----|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | 0 | ++ | ++ | ? | 0 | ++ | ? | ? |
| Medium | 0 | ++ | ++ | ? | 0 | ++ | ? | ? |
| Long | 0 | ++ | ++ | ? | 0 | ++ | ? | ? |

The Policy can be seen to sufficiently address some of the uncertain and negative impacts raised in the appraisal of the site in Appendix 1. The Policy however does not address fluvial flood risk on site, potential contamination and public transport. It should be acknowledged however that these issues are not necessarily significant in regard to the proposed use of the site. Nevertheless, impacts are highlighted as uncertain, taking into consideration the Plan's thematic and development management policies that address such concerns.

Alternatives Considered

Alternatives to the allocation for the above sites are explored in Appendix 1.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.

5.9.11 Policy SAE2: Land South of Long Road, Mistley

Policy SAE2: Land South of Long Road, Mistley

Land south of Long Road, Mistley shown on the Policies Map as site SAE2, is allocated for 2 ha of employment use as follows:

- a) 2 ha for Businesses/Offices, General Industry and Storage/Distribution (B1, B2 and B8);

Proposals must accord with the following:

- b) the vehicular access will be determined in conjunction with the Highways Authority, based on the type of land uses proposed for the site, consideration will be given to access via Long Road, Dead Lane and / or Clacton Road;
- c) where necessary and/or appropriate, incorporation of highway capacity, safety, public transport, cycle, pedestrian and bridleway service and/or infrastructure enhancements;
- d) the design and layout of the development must have regard to the surrounding landscape, seeking to avoid visual impacts through the inclusion of mitigation measures; and
- e) as the site lies within a Minerals Safeguarding Area, liaison with the Minerals Planning Authority will be required to determine if the submission of a Minerals Resource Assessment is required for any relevant Planning Application.

The following table indicates the sustainability benefits and issues highlighted within the detailed appraisal of the site in Appendix 1:

| | Positive impacts | Issues to address |
|---|------------------------------|---|
| Policy SAE2: Land South of Long Road, Mistley | Employment, public transport | Accessibility, potential impact on a SSSI, minerals safeguarding. |

Significant, Temporal and Secondary Effects

The following table and corresponding commentary explores whether the site policy adequately addresses the above on-site concerns in light of the detailed appraisal of the site within Appendix 1.

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|----|----|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | 0 | ++ | ++ | ++ | 0 | ? | 0 | 0 |
| Medium | 0 | ++ | ++ | ++ | 0 | ? | 0 | 0 |
| Long | 0 | ++ | ++ | ++ | 0 | ? | 0 | 0 |

The Policy can be seen to sufficiently address the majority of the uncertain and negative impacts raised in the appraisal of the site in Appendix 1. The Policy does not however address the potential impact on a SSSI as indicated in the assessment of the site in Appendix 1 (the site is within a SSSI Impact Risk Zone (IRZ) which would require consultation with Natural England). It is recommended that this is included within the Policy.



Alternatives Considered

Alternatives to the allocation for the above sites are explored in Appendix 1.

Proposed Mitigation Measures / Recommendations

It is recommended that the policy is expanded to address the potential for negative impacts on a SSSI through the requirements for an assessment of the potential impacts to accompany any planning application.

5.9.12 Policy SAE3: Lanswood Park, Elmstead Market

Policy SAE3: Lanswood Park, Elmstead Market

Lanswood Park, phases 4 and 5, shown on the Policies Map as site SAE3, is allocated for 1.2 ha of employment uses.

Additional phases within the allocated site must accord with the following:

- the principle point of vehicular access will be off the A133;
- where necessary and/or appropriate, incorporation of highway capacity, safety, public transport, cycle, pedestrian and bridleway service and/or infrastructure enhancements; and
- the design and layout of the development must have regard to the surrounding landscape, seeking to avoid visual impacts through the inclusion of mitigation measures.

The following table indicates the sustainability benefits and issues highlighted within the detailed appraisal of the site in Appendix 1:

| | Positive impacts | Issues to address |
|---|--|--|
| Policy SAE3: Lanswood Park, Elmstead Market | Employment, rural economy, public transport. | Accessibility, potential contamination, minerals safeguarding. |

Significant, Temporal and Secondary Effects

The following table and corresponding commentary explores whether the site policy adequately addresses the above on-site concerns in light of the detailed appraisal of the site within Appendix 1.

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|----|----|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | 0 | ++ | ++ | ++ | 0 | 0 | ? | 0 |
| Medium | 0 | ++ | ++ | ++ | 0 | 0 | ? | 0 |
| Long | 0 | ++ | ++ | ++ | 0 | 0 | ? | 0 |

The Policy can be seen to sufficiently address the majority of the uncertain and negative impacts raised in the appraisal of the site in Appendix 1. The Policy however does not include issues surrounding contamination or the fact that the site is within a Minerals Safeguarding Area. Although these issues are not significant in light of the proposed use of the site,



uncertain impacts are highlighted .

Alternatives Considered

Alternatives to the allocation for the above sites are explored in Appendix 1.

Proposed Mitigation Measures / Recommendations

It is recommended that the Policy make reference to the fact that the site is within a Minerals Safeguarding Area as consistent with other Delivering Places policies.

5.9.13 Policy SAE4: Mercedes Site, Bathside Bay

Policy SAE4: Mercedes Site, Bathside Bay

The Mercedes Site, Bathside Bay is shown on the Policies Map as site SAE4 and is proposed for 7.4ha of employment use, including the potential relocation of some aspects of the current port facility.

Proposals must accord with the following:

- a) assessment of any impact on nature conservation, including on the Stour and Orwell Estuaries SPA and Ramsar site, should be undertaken. If significant effects are considered likely, an appropriate mitigation strategy should be submitted or compensatory habitat provided;
- b) development of industrial or warehouse buildings at this site will be subject to overcoming flood risk and ground stability constraints. A contaminated land assessment will also be required to accompany any application; and
- c) given the location of the Mercedes site in relation to the wider Bathside Bay project, proposals should be complimentary to the overall facilitation of future development at Bathside Bay.

The following table indicates the sustainability benefits and issues highlighted within the detailed appraisal of the site in Appendix 1:

| | Positive impacts | Issues to address |
|--|--|--|
| Policy SAE4: Mercedes Site, Bathside Bay | Regeneration, employment, accessibility, town centre vitality, public transport, | Potential impact on a SSSI / designated sites for wildlife conservation, fluvial flood risk. |



Significant, Temporal and Secondary Effects

The following table and corresponding commentary explores whether the site policy adequately addresses the above on-site concerns in light of the detailed appraisal of the site within Appendix 1.

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|----|----|---|---|----|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | 0 | ++ | ++ | ++ | 0 | 0 | ++ | ? |
| Medium | 0 | ++ | ++ | ++ | 0 | 0 | ++ | ? |
| Long | 0 | ++ | ++ | ++ | 0 | 0 | ++ | ? |

The Policy can be seen to sufficiently address the uncertain and negative impacts raised in the appraisal of the site in Appendix 1. The Policy does not however address the possibility of fluvial flood risk issues on a small part of the site, leading to uncertain impacts at this stage.

Alternatives Considered

Alternatives to the allocation for the above sites are explored in Appendix 1.

Proposed Mitigation Measures / Recommendations

It is recommended that the policy is expanded to address potential issues surrounding fluvial flood risk as consistent with other Delivering Places policies.



5.9.14 Policy SAE5: Development at Mistley Port

Policy SAE5: Development at Mistley Port

Land associated with Mistley Port, shown on the Policies Map as site SAE6, is safeguarded for port-related development unless it can be demonstrated that there is no reasonable prospect of the development site being used for that purpose (please refer to Policy PP6e).

Proposals for alternative uses will then be considered against other relevant Local Plan policies.

Further to the above, development proposals will need to demonstrate the following:

- a) that there would be no material adverse impacts on the adjacent wildlife sites, the character and setting of the Suffolk Coast and Heaths AONB or the proposed extension to this which covers the southern shore of the River Stour;
- b) that the proposal reflects the Council's desire for the preferred vehicular access of any new development to be via Baltic Wharf and that the Highways Authority can be satisfied that any additional heavy goods vehicles can safely access the port given the width, geometry and building constraints;
- c) that the historic character of the area and potential existence of heritage assets, including archaeological remains have been fully considered by the proposal;
- d) given the conservation status of the quayside, emphasis will be placed on a high quality of design and the protection or enhancement of the character of the area;
- e) regards must be given to ensure public accessibility to the registered Village Green.

The following table indicates the sustainability benefits and issues highlighted within the detailed appraisal of the site in Appendix 1:

| | Positive impacts | Issues to address |
|--|------------------------------|--|
| Policy SAE5: Development at Mistley Port | Employment, brownfield land. | Accessibility, potential impact on an SSSI, potential contamination, fluvial flood risk. |

Significant, Temporal and Secondary Effects

The following table and corresponding commentary explores whether the site policy adequately addresses the above on-site concerns in light of the detailed appraisal of the site within Appendix 1.

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|----|----|---|---|----|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | 0 | ++ | ++ | ++ | 0 | 0 | ++ | ? |
| Medium | 0 | ++ | ++ | ++ | 0 | 0 | ++ | ? |
| Long | 0 | ++ | ++ | ++ | 0 | 0 | ++ | ? |



The Policy can be seen to sufficiently address the majority of the uncertain and negative impacts raised in the appraisal of the site in Appendix 1. The site has negative impacts associated with being within a groundwater protection zone associated with historic uses in the wider area. It is recommended that this be addressed within the Policy, or cumulatively with Policy SAE6.

Alternatives Considered

Alternatives to the allocation for the above sites are explored in Appendix 1.

Proposed Mitigation Measures / Recommendations

The site has negative impacts associated with being within a groundwater protection zone associated with historic uses in the wider area. It is recommended that this be addressed within the Policy, or cumulatively with Policy SAE6.

5.9.15 Policy SAE6: Development at Mistley Marine

Policy SAE6: Development at Mistley Marine

Land associated with Mistley Marine, shown on the Proposals Map as site SAE7, currently consists of marine related services and storage, along with a residential dwelling. The Council will support the retention, enhancement and development of the land for marine-related services, storage and employment, and marine-related leisure development, unless it can be demonstrated that there is no reasonable prospect of the development site being used for those purposes (please refer to Policy PP6e). Alternative uses will then be considered against other relevant Local Plan policies.

Further to the above, any development proposals will need to demonstrate the following:

- a) that there would be no material adverse impacts on the adjacent wildlife sites, the character and setting of the Suffolk Coast and Heaths AONB or the proposed extension to this which covers the southern shore of the River Stour;
- b) the use will not give rise to unacceptable traffic generation, from that existing;
- c) that the historic character of the area and potential existence of heritage assets, including archaeological remains have been fully considered by the proposal; and
- d) given the conservation status of the quayside, emphasis will be placed on a high quality of design and the protection or enhancement of the character of the area.

The following table indicates the sustainability benefits and issues highlighted within the detailed appraisal of the site in Appendix 1:

| | Positive impacts | Issues to address |
|--|------------------------------|--|
| Policy SAE6: Development at Mistley Marine | Employment, brownfield land. | Accessibility, potential impact on an SSSI, potential contamination, fluvial flood risk. |



Significant, Temporal and Secondary Effects

The following table and corresponding commentary explores whether the site policy adequately addresses the above on-site concerns in light of the detailed appraisal of the site within Appendix 1.

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|----|----|---|---|----|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | 0 | ++ | ++ | ++ | 0 | 0 | ++ | ? |
| Medium | 0 | ++ | ++ | ++ | 0 | 0 | ++ | ? |
| Long | 0 | ++ | ++ | ++ | 0 | 0 | ++ | ? |

The Policy can be seen to sufficiently address the majority of the uncertain and negative impacts raised in the appraisal of the site in Appendix 1. The site has negative impacts associated with being within a groundwater protection zone associated with historic uses in the wider area. It is recommended that this be addressed within the Policy, or cumulatively with Policy SAE5.

Alternatives Considered

Alternatives to the allocation for the above sites are explored in Appendix 1.

Proposed Mitigation Measures / Recommendations

The site has negative impacts associated with being within a groundwater protection zone associated with historic uses in the wider area. It is recommended that this be addressed within the Policy, or cumulatively with Policy SAE5.



5.9.16 Policy SAE7: Stanton Europark

Policy SAE7: Stanton Europark

Stanton Europark, shown on the Policies Map as site SAE7, is allocated for

- a) 2-4 ha. of employment uses (B2/B8);
- b) Retail (A1 use) the quantum of which will need to be determined in accordance with most up-to-date retail needs analysis at the time of the determination of any Planning Application; and
- c) Leisure uses (D2), which are acceptable within the mix of or in addition to the employment allocation.

Proposals should:

- d) Provide the principal points of vehicular access via the existing highway network to the east of the Parkeston Bypass;
- e) where necessary and/or appropriate, incorporate a highway capacity, safety, public transport, cycle, pedestrian and bridleway service and/or infrastructure enhancements;
- f) submit a Flood Risk Assessment and Drainage Strategy and include mitigation measures where necessary;
- g) ensure that the design, layout and operation of the proposed development will not conflict with the potential mineral transshipment site at the adjacent Parkeston Quay
- h) provide financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligations.

The following table indicates the sustainability benefits and issues highlighted within the detailed appraisal of the site in Appendix 1:

| | Positive impacts | Issues to address |
|-------------------------------|---|--|
| Policy SAE7: Stanton Europark | Regeneration, employment, brownfield land, accessibility, town centre vitality, public transport, | Potential impact on a SSSI, potential contamination, fluvial flood risk, mineral safeguarding. |



Significant, Temporal and Secondary Effects

The following table and corresponding commentary explores whether the site policy adequately addresses the above on-site concerns in light of the detailed appraisal of the site within Appendix 1.

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|----|----|----|----|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | 0 | ++ | ++ | ++ | ++ | ? | ? | 0 |
| Medium | 0 | ++ | ++ | ++ | ++ | ? | ? | 0 |
| Long | 0 | ++ | ++ | ++ | ++ | ? | ? | 0 |

The Policy can be seen to sufficiently address the majority of the uncertain and negative impacts raised in the appraisal of the site in Appendix 1. The Policy does not however address the possibility of impacts on a SSSI, leading to uncertain impacts at this stage. It does also not factor in potential contamination; however this impact is not considered significant due to the use of the land proposed.

Alternatives Considered

Alternatives to the allocation for the above sites are explored in Appendix 1.

Proposed Mitigation Measures / Recommendations

It is recommended that the policy is expanded to address potential issues surrounding impacts on sites designated for wildlife conservation as consistent with other Delivering Places policies.



5.9.17 Delivering Infrastructure

Infrastructure Delivery and Impact Mitigation

All new development should be supported by, and have good access to, all necessary infrastructure. Permission will only be granted if it can be demonstrated that there is sufficient appropriate infrastructure capacity to support the development or that such capacity will be delivered by the proposal. It must further be demonstrated that such capacity as is required will prove sustainable over time both in physical and financial terms. Where a development proposal requires additional infrastructure capacity, to be deemed acceptable, mitigation measures must be agreed with the Local Planning Authority and the appropriate infrastructure provider. Such measures may include (not exclusively):

- a) financial contributions towards new or expanded facilities and the maintenance thereof;
- b) on-site construction of new provision;
- c) off-site capacity improvement works; and/or
- d) the provision of land.

Developers will be expected to contribute towards the delivery of relevant infrastructure. They will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments. Developers and land owners must work positively with the Local Planning Authority, neighbouring authorities and other infrastructure providers throughout the planning process to ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time, in line with published policies and guidance. Exceptions to this policy will only be considered whereby:

- It is proven that the benefit of the development proceeding without full mitigation outweighs the collective harm;
- A fully transparent open book viability assessment has proven that full mitigation cannot be afforded, allowing only for the minimum level of developer profit and land owner receipt necessary for the development to proceed;
- Full and thorough investigation has been undertaken to find innovative solutions to issues and all possible steps have been taken to minimise the residual level of unmitigated impacts; and
- Obligations are entered into by the developer that provide for appropriate additional mitigation in the event that viability improves prior to completion of the development.

This Policy contributes towards achieving Objective 4 and 5 of this Local Plan.

Significant, Temporal and Secondary Effects

Table 61: Impact on Sustainability Objectives: Infrastructure Delivery and Impact Mitigation

| Temporal Impacts | Sustainability Objectives (SO) | | | | | | | |
|------------------|--------------------------------|---|---|----|----|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Short | 0 | 0 | 0 | ++ | ++ | 0 | 0 | 0 |
| Medium | 0 | 0 | 0 | ++ | ++ | 0 | 0 | 0 |
| Long | 0 | 0 | 0 | ++ | ++ | 0 | 0 | 0 |



The Plan's statement on infrastructure and impact mitigation will see significantly positive impacts on the provision of on-site and off-site infrastructure improvements and the procedures to address this through the development management process. The statement will have strong implications regarding education, health, and public transport. It should be noted that the supporting text references the Plan's Infrastructure Delivery Plan (IDP) which addresses specific plan relevant requirements surrounding water and drainage, energy, communications, leisure and green infrastructure, education, health and transport (including public transport).

Alternatives Considered

The National Planning Policy Framework emphasises that plans must be deliverable. Local planning authorities need to demonstrate, within reason, that infrastructure is provided to support the delivery of the development allocations contained within the Plan. The Policy and supporting text, in referring to the Infrastructure Delivery Plan, is sufficient for the purposes of the Plan. There can be considered no reasonable alternatives that exist for exploration as a result.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.



6. Cumulative and Synergistic Impacts of the Local Plan Policies

6.1 Introduction

This section explores the cumulative and synergistic impacts of the Local Plan's policies. The policies have been grouped as they appear in the Plan; that is, relevant to the following headings:

- The Vision and Objectives and Section Two Strategic Policies
- Healthy Places Policies
- Living Places Policies
- Prosperous Places Policies
- Protected Places Policies
- Connected Places Policies
- Delivering Places Policies

Cumulative impacts are identified per sustainability objective, with each option exploring whether any exist on a thematic basis.

6.2 Cumulative Impacts of the Plan's Vision, Objectives and Sustainable Places Policies

| Policy | Sustainability Objectives (SO) | | | | | | | |
|-------------------|--------------------------------|----|----|----|-----|----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| The Vision | ++ | ++ | ++ | ++ | ++ | ++ | + | + |
| The Objectives | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| Policy SPL1 | ++ | ++ | ++ | ++ | ++ | ? | ? | N/A |
| Policy SPL2 | + | ++ | + | ++ | ++ | + | N/A | N/A |
| Policy SPL3 | ++ | ++ | + | ++ | N/A | ++ | ++ | N/A |
| Cumulative Impact | ++ | ++ | ++ | ++ | ++ | ++ | + | + |

The Plan's Section Two Strategic Policies, Vision and Objectives will, should their aspirations be ensured through other policies and suitable allocations for the use of land, lead to a significant amount of cumulative impacts across the majority of the Sustainability Objectives. In particular, these elements of the Plan will ensure significant cumulative



impacts on social and economic criteria, largely related to ensuring housing and employment needs are met whilst simultaneously ensuring that new development is located in sustainable locations with wider benefits for new and existing communities through new infrastructure delivery. Importantly also, these high level elements of the Plan suitably aim that natural, historic and environmental assets are protected and enhanced. The Plan's Section Two Strategic Policies, Vision and Objectives will not have significant impacts on reducing climate change and climate change impacts however it should be noted that impacts will still be positive. It should also be acknowledged that these particular Sustainability Objectives are more related to single issues themes that are required to be addressed as resultant from development and not a focus or purpose of the Plan itself directly. Such tenets of sustainability are considered more suitably addressed within a series of single issue themed policies elsewhere within the Plan.

6.3 Cumulative Impacts of the Healthy Places Policies

| Policy | Sustainability Objectives (SO) | | | | | | | |
|-------------------|--------------------------------|-----|-----|-----|----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Policy HP1 | N/A | N/A | N/A | N/A | ++ | + | N/A | N/A |
| Policy HP2 | N/A | N/A | N/A | + | ++ | N/A | N/A | N/A |
| Policy HP3 | N/A | N/A | N/A | N/A | ++ | ++ | N/A | N/A |
| Policy HP4 | N/A | N/A | + | N/A | ++ | + | N/A | N/A |
| Cumulative Impact | 0 | 0 | 0 | 0 | ++ | + | 0 | 0 |

The Plan's Healthy Places policies can be seen to have no cumulative impacts on any of the Sustainability Objectives to which the policies are not directly related; however there will be significant positive cumulative impacts associated with the principle focus of these policies, that being building communities with better social outcomes related to health. There can also be expected to be additional positive impacts on the enhancement of biodiversity through multi-purpose Green Infrastructure provision in accumulation with quality standards for Natural and Semi-Natural Greenspace, Green Corridors and general park and garden amenity space. Although there are likely to be pressures between human use and biodiversity interest on individual sites, there can still be expected to be positive outcomes for biodiversity cumulatively through the integration of a multitude of recreation and non-recreation based open space provision throughout the Plan area.



6.4 Cumulative Impacts of the Living Places Policies

| Policy | Sustainability Objectives (SO) | | | | | | | |
|-------------------|--------------------------------|-----|-----|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Policy LP1 | ++ | + | + | + | ? | ? | + | ? |
| Policy LP2 | ++ | N/A | N/A | N/A | + | ? | N/A | N/A |
| Policy LP3 | + | ++ | N/A | N/A | + | N/A | N/A | N/A |
| Policy LP4 | ++ | + | N/A | N/A | ++ | ++ | N/A | N/A |
| Policy LP5 | ++ | N/A | N/A | N/A | + | N/A | N/A | N/A |
| Policy LP6 | + | ++ | N/A | N/A | + | + | N/A | N/A |
| Policy LP7 | + | + | N/A | N/A | N/A | N/A | N/A | N/A |
| Policy LP8 | + | + | N/A | N/A | + | + | N/A | N/A |
| Policy LP9 | + | + | N/A | + | + | + | N/A | 0 |
| Policy LP10 | + | + | + | N/A | N/A | N/A | N/A | N/A |
| Policy LP11 | + | + | N/A | N/A | N/A | N/A | N/A | N/A |
| Cumulative Impact | ++ | ++ | 0 | + | ++ | 0 | 0 | 0 |

The Plan's Living Places Policies can be seen to have significant positive impacts on both housing delivery, including housing of a range of types and tenures to meet identified needs, and development that represents an efficient use of land by way of accessibility and ensuring suitable densities. Cumulatively, these Policies strongly adhere to the provision of inclusive housing that importantly meets the needs of existing communities and also those of new communities. This will also ensure that cumulative and synergistic positive impacts will also be realised in building strong communities with better social outcomes, but also through significant infrastructure delivery required for new development that will benefit wider and existing communities. Minor cumulative positive impacts will also be realised regarding aspirations to minimise transport growth through the general focus of the Plan's housing allocations and the locational criteria for future housing proposals. There will be no cumulative impacts regarding the protection of natural, historic and environmental assets and also reducing climate change impacts where these objectives are more relevant to individual protection objectives on a site-by-site basis. No impacts have also been assessed regarding economic and employment growth through the general scope and purpose of the policies.

6.5 Cumulative Impacts of the Prosperous Places Policies

| Policy | Sustainability Objectives (SO) | | | | | | | |
|-------------------|--------------------------------|-----|-----|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Policy PP1 | N/A | N/A | ++ | + | + | N/A | N/A | N/A |
| Policy PP2 | + | N/A | + | + | + | N/A | N/A | N/A |
| Policy PP3 | N/A | N/A | + | + | + | N/A | N/A | N/A |
| Policy PP4 | N/A | N/A | ++ | N/A | N/A | N/A | N/A | N/A |
| Policy PP5 | N/A | ++ | ++ | + | N/A | + | N/A | N/A |
| Policy PP6 | N/A | + | ++ | ++ | N/A | N/A | N/A | N/A |
| Policy PP7 | N/A | N/A | ++ | ++ | N/A | N/A | N/A | N/A |
| Policy PP8 | N/A | + | ++ | 0 | N/A | N/A | N/A | N/A |
| Policy PP9 | N/A | + | + | N/A | N/A | N/A | N/A | N/A |
| Policy PP10 | N/A | N/A | + | N/A | N/A | + | N/A | N/A |
| Policy PP11 | N/A | N/A | + | N/A | N/A | N/A | N/A | N/A |
| Policy PP12 | N/A | + | N/A | + | ++ | N/A | N/A | N/A |
| Policy PP13 | N/A | + | ++ | + | N/A | N/A | N/A | N/A |
| Policy PP14 | N/A | ++ | ++ | + | ++ | ++ | N/A | N/A |
| Cumulative Impact | 0 | ++ | ++ | ++ | ++ | + | 0 | 0 |

The Plan's Prosperous Places Policies will have significant cumulative impacts on the economy and employment growth across a range of sectors as per the general focus of such policies. In addition there will also be a cumulative strengthening of ensuring that development makes an efficient use of land by being focused sustainably and assimilated in areas that will support the regeneration of identified areas. Development will also be restricted where there could be cumulative negative impacts on existing settlements and employment areas. There will also be cumulative positive impacts on minimising the need to travel and the general locational requirements of the policies and allocations for different types of employment development suitable for different parts of the District. As a result of this, the policies and allocations within the Prosperous Places Policies will ensure that development is located in reflection of and in response to skills within the District, notably those of urban and rural areas. This will see significant secondary cumulative impacts on improving skills commensurate to the demographics of different areas.

6.6 Cumulative Impacts of the Protected Places Policies

| Policy | Sustainability Objectives (SO) | | | | | | | |
|-------------------|--------------------------------|-----|-----|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Policy PPL1 | N/A | + | N/A | N/A | N/A | + | N/A | ++ |
| Policy PPL2 | N/A | N/A | N/A | N/A | N/A | ++ | N/A | + |
| Policy PPL3 | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Policy PPL4 | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Policy PPL5 | N/A | N/A | N/A | N/A | N/A | + | N/A | ++ |
| Policy PPL6 | N/A | N/A | + | N/A | N/A | ++ | N/A | N/A |
| Policy PPL7 | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Policy PPL8 | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Policy PPL9 | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Policy PPL10 | N/A | N/A | N/A | N/A | N/A | ? | + | N/A |
| Policy PPL11 | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Policy PPL12 | N/A | N/A | N/A | N/A | N/A | ++ | N/A | N/A |
| Policy PPL13 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | + |
| Policy PPL14 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Policy PPL15 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Cumulative Impact | 0 | + | + | 0 | 0 | ++ | 0 | ++ |

The Plan's Protected Places Policies will ensure significant positive impacts on their primary aim: to protect and enhance natural, historic and environmental assets. This in turn will also see cumulative positive impacts on the conservation and enhancement of natural resources and the reduction of climate change impacts. Despite there not being a wealth of direct positive impacts from individual policies, in accumulation they will amount to positive secondary cumulative impacts on ensuring development is located sustainably and also assists in the harnessing of the District's economic strengths; as a largely rural District with a significant tourism sector associated with the natural environment, its protection and enhancement is likely to ensure a District that is increasingly more attractive to visitors and also the offer of tourist related facilities for new and existing communities.

6.7 Cumulative Impacts of the Connected Places Policies

| Policy | Sustainability Objectives (SO) | | | | | | | |
|-------------------|--------------------------------|-----|----|----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Policy CP1 | N/A | ++ | + | ++ | + | N/A | + | N/A |
| Policy CP2 | N/A | ++ | ++ | ++ | N/A | N/A | N/A | N/A |
| Policy CP3 | N/A | N/A | ++ | + | + | + | N/A | N/A |
| Cumulative impact | 0 | ++ | ++ | ++ | 0 | 0 | + | 0 |

The Connected Places Policies will have significant positive cumulative impacts on the primary aspirations of the Policies: that being ensuring accessibility and public transport opportunities and uptake are maximised from new development, and also ensuring economic and business growth in the District. These impacts will then have a synergistic positive impact on reducing transport emissions. There will be no significant impacts on other Sustainability Objectives in so far as the Policies' individual impacts regarding healthy lifestyles and protecting landscape are largely indirect, unrelated to each other and will be realised through individual schemes.

6.8 Cumulative Impacts of the Delivering Places Policies

The following table explores the cumulative impacts of the Delivering Places Policies, related to Strategic Allocations within Section Two of the Plan. The appraisal of the Policies represents a 'policy-on' appraisal, to determine whether the Policies are suitable cumulatively to address the impacts highlighted for the site allocations within the Plan and assessed in Appendix 1 of this SA. It does not explore the 'policy-off' implications of the site allocations across the Plan Area and the cumulative impacts thereof in allocating the sites themselves. This is explored in Appendices 1 and 2 and in the following sub-section.

| Policy | Sustainability Objectives (SO) | | | | | | | |
|--------------|--------------------------------|----|----|----|----|----|---|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Policy SAMU1 | ++ | ++ | ++ | ++ | + | ++ | 0 | 0 |
| Policy SAMU2 | ++ | ++ | ++ | ++ | ++ | ++ | 0 | ++ |
| Policy SAMU3 | ++ | ++ | ++ | ++ | ++ | + | 0 | 0 |
| Policy SAMU4 | ++ | ++ | ++ | ++ | ++ | ++ | 0 | 0 |
| Policy SAMU5 | ++ | ++ | ++ | ++ | + | ++ | 0 | 0 |
| Policy SAH1 | ++ | ++ | 0 | ++ | ++ | ++ | 0 | + |



| Policy | Sustainability Objectives (SO) | | | | | | | |
|---|--------------------------------|----|----|----|----|----|----|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Policy SAH2 | ++ | ++ | 0 | ++ | + | ++ | 0 | 0 |
| Policy SAH3 | ++ | ++ | 0 | ++ | ++ | ++ | 0 | 0 |
| Policy SAE1 | 0 | ++ | ++ | ? | 0 | ++ | ? | ? |
| Policy SAE2 | 0 | ++ | ++ | ++ | 0 | ? | 0 | 0 |
| Policy SAE3 | 0 | ++ | ++ | ++ | 0 | 0 | ? | 0 |
| Policy SAE4 | 0 | ++ | ++ | ++ | 0 | 0 | ++ | ? |
| Policy SAE5 | 0 | ++ | ++ | ++ | 0 | 0 | ++ | ? |
| Policy SAE6 | 0 | ++ | ++ | ++ | 0 | 0 | ++ | ? |
| Policy SAE7 | 0 | ++ | ++ | ++ | ++ | ? | ? | 0 |
| Infrastructure Delivery and Impact Mitigation | 0 | 0 | 0 | ++ | ++ | 0 | 0 | 0 |
| Cumulative Impact | ++ | ++ | ++ | ++ | ++ | + | 0 | ? |

The Delivering Places Policies will have significant positive cumulative impacts on the majority of relevant criteria, particularly those related to housing and employment growth, and also social infrastructure delivery such as education and health that can offer wider benefits beyond new communities. There can also be expected to be localised positive cumulative impacts on public transport walking and cycling through improved infrastructure in areas, particularly in Clacton. The assessment of a number of Clacton sites in Appendices 1 and 2 raise the possibility of negative impacts on the Conservation Area emanating from increased transport movements through the Conservation Area to the town centre for services and rail links. These can be considered 'off-site' impacts that any forthcoming development can not be expected to have to mitigate and as such the delivering places policies are singularly considered suitable and appropriate. Policy PP14 identifies Clacton Seafront Conservation Area as a Priority Area for Regeneration. It should also be noted that the Plan includes text that, 'new Conservation Area Management Plans will be prepared in addition to updates to the existing Conservation Area Character Appraisals' which should identify any pressures and issues from growth and seek solutions relevant to the Conservation Area 'on-site'. Nevertheless, until these management plans are formulated, only minor impacts are highlighted at this stage in regard to on-site mitigation. There are also potential negative impacts associated with groundwater protection at SAE5 and SAE6 at Mistley, leading to an uncertain impact at this stage. It is recommended that the policy addresses the requirement for suitable conditions or exemptions from applications within these sites.



6.9 Cumulative Impacts of the Plan's Allocations including the Tendring Colchester Borders Garden Community

This section explores the secondary, cumulative and synergistic impacts of the Plan's Site Allocations. It explores:

- The Tendring / Colchester Borders Garden Community;
- The Plan's Strategic Mixed Use, Housing and Employment allocations; and
- The plan's non-strategic (medium sized) site allocations.

For the purposes of identifying the secondary, cumulative and synergistic impacts, the sites have been looked at on a thematic basis relating to the Sustainability Objective topics. In addition, impacts per broad area are also identified within the commentary. The definitive list of the Plan's Site Allocations is included within the following table, with commentary amounting to the reasons for their selection in light of reasonable alternatives (See Appendix 2 for site appraisals).

Table 62: The Plan's Site Allocations, including the reasons for their selection in light of reasonable alternatives

| Preferred Site | Use and Yield |
|--|---|
| Tendring Colchester Borders Garden Community | |
| Tendring Colchester Borders Garden Community | 7,000-9,000 dwellings in total, with 2,500 in the Plan period to 2033 |
| Reason for Selection: See Section One SA. | |
| Allocated Strategic Mixed Use, Housing and Employment Allocations | |
| Policy SAMU1 – Development at Edme Maltings, Mistley | 150 homes, 0.13 ha employment land |
| Reason for Selection: The selection of this site for mixed use development responds to the redevelopment of brownfield land that will become vacant in the plan period. The site is within close proximity to the rail station and the future of such a sustainable site in this regard is best ensured through a plan led approach which can ensure additional policy criteria to ensure the most sustainable outcomes. The development of site can also offer key enhancements to the Conservation Area that might otherwise not be forthcoming without specific appropriate site policy criteria. | |
| Policy SAMU2 – Development at Hartley Gardens, Clacton | 800-1,000 homes within plan period (up to an additional 700 beyond), 7ha employment |
| Reason for Selection: The site forms a sustainable extension of Clacton, with the ability to meet infrastructure thresholds for new education and healthcare provision. The allocation supports the Spatial Strategies of both Sections One and Two of the Plan in focusing proportionate growth to existing settlements in order to meet OAN requirements and supporting employment opportunities, and is suitable in response to the lack of available brownfield land within Clacton and the wider plan area. | |
| Policy SAMU3 – Development at Oakwood Park, Clacton | 500 homes, non-employment uses |
| Reason for Selection: The site forms a sustainable extension of Clacton, with the ability to meet infrastructure thresholds for new education and healthcare provision. The allocation supports the Spatial Strategies of both Sections One and Two of the Plan in focusing proportionate growth to existing settlements in order to meet OAN requirements and supporting employment opportunities, | |



| Preferred Site | Use and Yield |
|---|---|
| and is suitable in response to the lack of available brownfield land within Clacton and the wider plan area. | |
| Policy SAMU4 – Development at Rouses Farm, Jaywick Lane, Clacton | 850 homes, non-employment uses |
| Reason for Selection: The site forms a sustainable extension of Clacton, with the ability to meet infrastructure thresholds for new education and healthcare provision. The allocation supports the Spatial Strategies of both Sections One and Two of the Plan in focusing proportionate growth to existing settlements in order to meet OAN requirements and supporting employment opportunities, and is suitable in response to the lack of available brownfield land within Clacton and the wider plan area. | |
| Policy SAMU5 – Development South of Thorpe Road, Weeley | 280 homes, 1.0ha employment |
| Reason for Selection: Weeley is a broadly sustainable location, with both strategic road and rail links in a central district location with ease of access to the main town of Clacton. Located within a rural service centre, the allocation makes a meaningful contribution toward addressing local housing and associated development needs, supports the village economy and assists with the overall housing growth proposed for the District. | |
| Policy SAH1 – Development at Greenfield Farm, Dovercourt | 164 homes |
| Reason for Selection: Harwich and Dovercourt represent a Strategic Urban Settlement within the District, and a primary focus of growth in regard to the Spatial Strategies of both Sections One and Two of the Local Plan. The site has good access to the B1352, is in close proximity to services and represents a logical extension to the built up area. | |
| Policy SAH2 – Development at Low Road, Dovercourt | 300 homes |
| Reason for Selection: Harwich and Dovercourt represent a Strategic Urban Settlement within the District, and a primary focus of growth in regard to the Spatial Strategies of both Sections One and Two of the Local Plan. The site has good access to the B1414, is in close proximity to services and represents a logical extension to the built up area. | |
| Policy SAH3 – Development at Robinson Road, Brightlingsea | 115 homes |
| Reason for Selection: Brightlingsea represents a Smaller Urban Settlement within the District, and a focus of growth in regard to the Spatial Strategies of both Sections One and Two of the Local Plan and the settlement hierarchy (Policy SP1). The principle of growth established, the site represents a proportional sized development within the area, and preferable in this regard to the larger strategic sites proposed (alternative sites BR4, BR5, BR6 and BR7 in this SA – see Appendix 2), or a combination of smaller piecemeal developments within the settlement. | |
| Policy SAE1 – Carless Extension, Harwich | 4.5ha employment (extension to existing refinery) |
| Reason for Selection: The proposal as allocated within the Plan represents a modest expansion of the existing refinery. The expansion of an existing employment site ensures that the principle of development for such uses, and supporting infrastructure are largely established. The proposed site represents a logical extension in terms of the built form of the area. | |
| Policy SAE2 – Land South of Long Road, Mistley | 2.0ha employment (B1, B2, B8) |
| Reason for Selection: This employment site development is expected to be delivered within this Plan period and is envisaged to include warehousing, distribution yard and office development to accommodate an industrial use. The site benefits from planning permission to include financial and professional services, restaurants and cafes, non-residential institutions and business space (A2, A3, D1 and B1). | |



| Preferred Site | Use and Yield |
|--|---------------------------------------|
| Policy SAE3 – Lanswood Park, Elmstead Market | 1.2ha (non-specific employment uses) |
| Reason for Selection: Lanswood Park is an existing high quality, semi-rural commercial development situated to the south of the A133 between Elmstead Market and Frating, five miles west of Colchester. Phases 1 and 2 form a business centre offering commercial and office floorspace which has attracted a wide range of occupiers. The third phase has been completed and let. Phases four and five remain to be developed. Given the on-going success of employment development at this site, it is proposed to extend the existing extent of employment land by way of a further allocation. | |
| Policy SAE4 – Mercedes Site, Bathside Bay | 7.4ha (port related development) |
| Reason for Selection: Planning permission has already been granted for open air storage and distribution, an office, welfare facilities in the form of porta cabins and the instillation of perimeter and lighting towers on the site. The Mercedes site is included within the larger boundary of the proposed Bathside Bay development. The wider Bathside Bay project has secured planning permission which is subject to a condition that development must be commenced before 2021 (10/0202/FUL). It is considered that the Mercedes site will aid the enabling of this permission by providing a site for the relocation of an existing small boat quay, as well as further facilities. | |
| Policy SAE5 – Development at Mistley Port | Safeguarded port related development |
| Reason for Selection: Mistley Quay is currently occupied by Mistley Port, a commercial port handling a range of cargoes, including the transshipment of bulk malts. These operations provide a source of local employment within the warehousing and distribution sectors. The industrial character of the quayside is an important part of the character of the wider Manningtree and Mistley Conservation Area and contributes to Mistley's unique sense of place. As such, the Council is safeguarding this land for port-related development only. The port has the potential to achieve modest growth to meet future demands by developing value-added processing and dredging the channel adjacent to Mistley Quay to allow larger shipping. | |
| Policy SAE6 – Development at Mistley Marine | Safeguarded marine related employment |
| Reason for Selection: Mistley Quay is currently occupied by Mistley Port, a commercial port handling a range of cargoes, including the transshipment of bulk malts. These operations provide a source of local employment within the warehousing and distribution sectors. The industrial character of the quayside is an important part of the character of the wider Manningtree and Mistley Conservation Area and contributes to Mistley's unique sense of place. As such, the Council is safeguarding this land for port-related development only. The port has the potential to achieve modest growth to meet future demands by developing value-added processing and dredging the channel adjacent to Mistley Quay to allow larger shipping. | |
| Policy SAE7 – Stanton Europark | 2-4ha (B2/B8, A1, D2) |
| Reason for Selection: Stanton Europark is a brownfield site in single ownership located near to Harwich Port. The site already benefits from an outline planning permission granted in March 2012 for 1.6 hectares of employment uses. Development has already taken place on either side of the proposed site access road. Development at Stanton Europark has the ability to provide higher value retail and leisure development. | |
| Other Allocations in Clacton | |
| Former Tendring 100 Waterworks Site, Clacton-on-Sea, CO16 8AW | Total: 90 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within the District's main settlement / town. | |



| Preferred Site | Use and Yield |
|--|---------------|
| 522-524 St. John's Road, Clacton-on-Sea, CO16 8DY. | Total: 43 |
| Reason for Selection: The allocation responds to the redevelopment of a number of existing dwellings for wider housing gains (brownfield land) within the District's main settlement / town. | |
| Orchard Works, r/o London Road, Clacton-on-Sea, Essex CO15 3SY. | Total: 20 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within the District's main settlement / town. | |
| Land off Cotswold Road, Clacton-on-Sea | Total: 12 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within the District's main settlement / town. | |
| Station Gateway Development, Clacton-on-Sea | Total: 60 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within the District's main settlement / town in an accessible location for public transport links. | |
| Other Allocations in Harwich and Dovercourt | |
| Harwich & Parkeston Football Club, Main Road, Harwich | Total: 89 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within a Strategic Urban Settlement in an accessible location for a range of existing services. | |
| Part of Mayflower Primary School, Main Road, Harwich | Total: 15 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within a Strategic Urban Settlement in an accessible location for a range of existing services. | |
| Other Allocations in Walton | |
| Southcliffe Trailer Park, Woodberry Way, Walton-on-Naze | Total: 15 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within a Smaller Urban Settlement in an accessible location for a range of existing services. | |
| Land at the Farm, Kirby Road, Walton-on-Naze CO14 8QS | Total: 47 |
| Reason for Selection: The site represents a modest development and logical extension of the settlement. The represents the most suitable greenfield proposal for development at this scale, and is preferable to the allocation of a larger amount of smaller piecemeal options. | |
| Station Yard and Former Avon Works, Walton-on-Naze | Total: 40 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within a Smaller Urban Settlement in an accessible location for a range of existing services. | |



| Preferred Site | Use and Yield |
|--|---------------|
| Old Town Hall Site, Mill Lane, Walton-on-Naze | Total: 15 |
| Reason for Selection: The allocation responds to the allocation of brownfield land for development within a Smaller Urban Settlement in an accessible location for a range of existing services. | |
| Other Allocations in Manningtree / Mistley | |
| Land south of Pound Corner | Total: 25 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within a Smaller Urban Settlement in an accessible location. | |
| Other Allocations in Rural Service Centres | |
| Land at Montana Roundabout, Little Clacton | Total: 35 |
| Reason for Selection: The site responds to a modest amount of growth proportionate to Little Clacton, and is the most sustainable option considered in the area regarding access to services. | |
| Land at Weeley Council Offices | Total: 24 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within a Rural District Centre in an accessible location for a range of existing services. | |

6.9.1 Sustainability Objective 1: To provide decent and affordable homes for all

The Plan's allocations can be seen to be suitably distributed throughout the plan area, in accordance with Policy LP1: Housing Supply and the Spatial Strategies of both Sections One and Two, to deliver housing needs to both existing and also future communities. Housing growth is focused on the District's main settlements in Section Two, with the highest existing populations, offering significant positive benefits in these areas particularly regarding affordable housing delivery. The Plan's preference for a number of Strategic Mixed Use developments, particularly within the Clacton area, enables growth to develop in line with the social and economic sustainability objectives to deliver a suitable mix of types and tenures in sustainable locations. In the long term, the development of the Garden Community will ensure similar aspirations elsewhere in the District without putting pressure on existing communities in regard to integration and social inclusion.

Significant positive impacts

6.9.2 Sustainability Objective 2: To ensure that development is located sustainably and makes efficient use of land

The Garden Community at Tending / Colchester Borders (assessed in Section One) will have significantly positive impacts associated with the provision of new infrastructure in line with the scale proposed. These impacts are strengthened in further consideration of such infrastructure provision in the broad location within the District, which can serve the existing and wider rural communities in an

Significant positive impacts



accessible location. Section Two of the Plan focuses on the allocation of a number of Strategic Mixed Use and Housing sites in few locations commensurate to the Settlement Hierarchy. This gives rise to a number of positive impacts in regard to the sustainable use of land; particularly where policies exist that ensure the availability of land for educational and healthcare facilities. Specifically in Clacton the allocation of three such sites for strategic development will significant positive impacts in regard to infrastructure provision, and employment provision in Clacton, an identified regeneration area. The majority of the Plan's housing allocations across the Plan area can be seen to have positive impacts regarding the re-use of previously developed land in accessible locations and in close proximity to the service centre. This approach is preferable in sustainability terms to the allocation of a larger number of smaller sites on a more piecemeal basis. This not only represents a sustainable and efficient use of land but also ensures positive impacts on the quality of the townscape and landscape, particularly in accordance with the Plan's site specific policies that ensure masterplanning, and also the specific thematic policy content relevant to design and amenity.

6.9.3 Sustainability Objective 3: Harness the District's economic strengths

The Plan's allocated Garden Community (Section One) and Strategic Mixed Use development allocations will ensure positive effects regarding access to a range of employment opportunities in commuting distance. This ensures that homes are supported by employment opportunities, a key tenet of social and economic sustainability. The Plan's strategic employment allocations cumulatively ensure that a range of new employment opportunities will be forthcoming throughout the Plan area, within a range of sectors. These policies also seek to safeguard port related employment, where possible and relevant to / in accordance with the presumption of sustainable development. The main focus of growth in Strategic Urban Settlements, Smaller Urban Settlements and Rural Service Centres can be expected to have significant positive impacts on the vitality and viability of the Plan's town centres, with the aspiration that increased growth will stimulate improvements and investment. These positive impacts, particularly in the Clacton area are significant.

**Significant
positive
impacts**

6.9.4 Sustainability Objective 4: Minimise transport growth whilst capturing the economic benefits of international gateways

Through the Garden Community (Section One) and the Section Two strategic allocations, there is a focus on dispersing growth to those areas with existing strategic transport links (A-roads, B-roads and rail links) in the plan area. Positive transport impacts have been assessed in response to direct or nearby access to strategic roads in the District and minor positive impacts have been assessed as relevant for those Preferred Options that have direct access to the District's B-Roads. In addition, positive impacts are likely to occur regarding sustainable transport uptake; however it should be acknowledged that the cumulative impact on the transport infrastructure around Clacton and Weeley may require further investigation through masterplanning of the SAMU allocations, particularly regarding the A133 / Colchester Road as the main strategic road into and out of Clacton. This is also considered the case surrounding the Plan's allocations in Dovercourt.

**Positive
impacts**



6.9.5 Sustainability Objective 5: To build stronger more resilient sustainable communities with better education and social outcomes

There will be significant positive individual and cumulative impacts regarding social infrastructure provision arising from the Garden Community (Section One) and Strategic Mixed Use development allocations, which will deliver secondary and primary education facilities respectively as well as ensuring the availability of land for healthcare facilities. This responds to the level of provision that can be expected from each allocation's dwelling yield and policy requirements; ensuring that thresholds are met for new school provision. regarding wider infrastructure, these allocations (and related policies) ensure significant improvements in green infrastructure, open space provision and supporting new healthcare provision subject to verification and further discussions with the NHS. In line with this, the delivery of the SAMUs can ensure the significant long-term improvement in infrastructure to support the plan's non-strategic site allocations which cumulatively could be expected to give rise to issues surrounding existing infrastructure capacities; this is in response to the majority of non-strategic allocations which can all be expected to create individual and cumulative primary school capacity issues. The preferred sites within the Frinton, Walton, Kirby-le-Soken and Kirby Cross area are likely to have cumulative negative impacts on primary school capacity however additionally the cumulative numbers of Local Plan allocations and existing permissions are likely to ensure that the threshold for the expansion of primary capacity can be met. This is also the case for the allocations within the Mistley / Manningtree area in accumulation with existing permissions. Overall however, minor positive impacts are highlighted for the Plan's allocations.

Positive impacts

6.9.6 Sustainability Objective 6: Protect and enhance natural, historic and environmental assets

It is possible that the scale of growth within Clacton could affect the Conservation Area, representing as it does the town's historic core and focus for town centre services. It is also in close proximity to rail links and other transport interchanges. Despite this, Clacton is an identified regeneration area and inward investment in the town and the resultant improvements to the vitality and viability of the centre can contribute to ensuring that the Conservation Area is enhanced. The scale and location of growth at both the strategic and non-strategic within the Plan area and wider North Essex Authorities area is likely to create some degree of cumulative pressure on international designations associated with coastal and estuarine locations within Tendring. The findings of the Appropriate Assessment (AA) (2017), regarding recreational pressures associated with the increase in growth across the wider North Essex Authorities area concludes that 'providing that the North Essex Authorities continue to collaborate and prepare the necessary Recreation Avoidance and Mitigation Strategies (RAMS) ... in close consultation with Natural England, and the RAMS are ready for implementation prior to adoption of the Section 1 and Section 2 Local Plans, the Strategic Section 1 Local Plans is not predicted to result in adverse effects on the integrity of the Stour and Orwell Estuaries SPA/Ramsar, Hamford Water SPA/Ramsar, Essex Estuaries SAC, Colne Estuary SPA/Ramsar, or Blackwater Estuary SPA/Ramsar, either alone or in-combination with other plans and projects as a result of recreation.' This includes the whole Tendring District Local Plan. In the current absence of a RAMS, uncertain impacts are highlighted for the Plan area. It is inevitable, giving the amount of agricultural land within the District that there would be losses associated with growth that requires the

Uncertain impacts



development of Greenfield land. Nevertheless, it is not considered that this loss is significant at the locations allocated, especially in light of the reasonable alternatives considered. The Plan seeks to allocate brownfield sites within the first instance, with losses of agricultural land only associated with strategic allocations. The Strategic sites are predominantly within Grade 3 ALC (good-moderate), with the exception of Rouses Farm which is in Grade 2 ALC (very good). It should be noted that significant areas of Grade 1 (Excellent) and 2 ALC exist within the District, and with that in mind, the allocations represent an avoidance of the best and most versatile land through the majority of the allocations. Regarding landscape, the SAMU allocation at Rouses Farm has been assessed as having a negative impact on landscape, due to potential coalescence with Jaywick however mitigation is sought within the relevant SAMU policy. Historic assets are largely protected through policy and the supporting text of the Plan, and there are not considered to be any cumulative impacts on any one asset as a result of the Plan's allocations.

6.9.7 Sustainability Objective 7: Reduce contributions to climate change

In reflection of the cumulative concerns associated with transport in Clacton, there can be expected to be some level of deterioration in air quality associated with development at the cumulative scale proposed surrounding the A133 / Colchester Road. Despite this, the majority of development is not directly located on this road and any forthcoming masterplanning can ensure that such impacts are suitably mitigated. It should additionally be acknowledged that the SAMU allocations around Clacton are within peripheral locations that benefit from access to strategic roads, or otherwise link roads are proposed, and this alleviates any possible air quality deterioration within the town centre, due both to the town centre effectively being bypassed for movements in and out of Clacton and also in line with short trips being in walking / cycling distance and utilising existing public transport links.

Uncertain
impacts

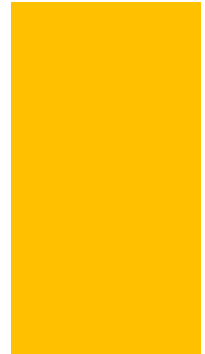
6.9.8 Sustainability Objective 8: To conserve and enhance natural resources and reduce climate change impacts

It has been assessed that there will be no cumulative impacts regarding flood risk associated with the Plan's allocations, in line with findings of the Sequential Testing of sites forming part of the Plan's evidence base. In addition, policy exists to ensure that SuDS be integrated into new schemes, which can have secondary positive impacts on biodiversity. Despite this, a number of the strategic allocations have some element of flood risk on site. The Oakland and Rouses Farm SAMUs have no significant fluvial flood risk, and in the case of Oakland Park SAMU, only small areas of high risk from surface water flooding; however again these can be factored into any proposal of this scale. There are however potential cumulative negative impacts associated with groundwater protection at SAE5 and SAE6 at Mistley, leading to an uncertain impact at this stage. The Hartley Gardens SAMU has more significant fluvial and surface water flood risk, and these will also have to be factored into any masterplan. Regarding water quality (SO11), the Appropriate Assessment concludes the following, 'the measures provided in the Section 2 Local Plan will (also) provide sufficient certainty that the overall strategic growth proposed in North Essex as part of the Section 1 for Local Plans will not result in significant adverse effects on the Stour and Orwell Estuaries SPA/Ramsar, Colne Estuary

Uncertain
impacts



SPA/Ramsar, or Essex Estuaries SAC as a result of changes in water quality.’ Regarding sewerage capacity, the Plan states that, ‘major new developments may require upgrades to existing sewage treatment works, known as Water Recycling Centres, which may be funded by Anglian Water. Such works will need to be planned and funded through Anglian Water’s 5-year business plans and approved by the regulator (OFWAT).’ Policy PPL5 states that, ‘proposals for development must demonstrate that adequate provision exists, or can be made available, for sewage disposal to a public sewer and water recycling centre (sewage treatment works).’ In response to this, uncertain impacts must be highlighted for the Plan’s site allocations individually (in regard to those strategic allocations) and cumulatively.



7. Conclusions and Recommendations

7.1 Conclusions: Whole Plan Sustainability

This Section summarises the impacts raised in the assessment of each element of the Plan. The table below shows the impacts highlighted in this Report and the Section One SA, with the corresponding sub-sections summarising the impacts on a thematic 'sustainability objective' basis.

Table 63: The Cumulative and Synergistic Effects of the Plan

| Policy | Sustainability Objectives (SO) | | | | | | | |
|--|--------------------------------|----|----|----|----|----|---|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Sustainable Places Policies | ++ | ++ | ++ | ++ | ++ | ++ | + | + |
| Healthy Places Policies | 0 | 0 | 0 | 0 | ++ | + | 0 | 0 |
| Living Places Policies | ++ | ++ | 0 | + | ++ | 0 | 0 | 0 |
| Prosperous Places Policies | 0 | ++ | ++ | ++ | ++ | + | 0 | 0 |
| Protected Places Policies | 0 | + | + | 0 | 0 | ++ | 0 | ++ |
| Connected Places Policies | 0 | ++ | ++ | ++ | 0 | 0 | + | 0 |
| Delivering Places Policies | ++ | ++ | ++ | ++ | ++ | + | 0 | 0 |
| Site Allocations (Inc. the Garden Community) | ++ | ++ | ++ | + | + | ? | ? | ? |

7.1.1 Sustainability Objective 1: To provide decent and affordable homes for all

Significantly Positive Impacts

The Plan's Living Places Policies can be seen to have **significant positive impacts** on both housing delivery, including housing of a range of types and tenures to meet identified needs, and development that represents an efficient use of land by way of accessibility and ensuring suitable densities.



Housing growth is focused on the District's main settlements in Section Two, in accordance with the Spatial Strategies of both Sections One and Two. This focuses growth proportionately to the settlements within the settlement hierarchy with the highest existing populations, offering **significant positive benefits** in these areas particularly regarding affordable housing delivery.

7.1.2 Sustainability Objective 2: To ensure that development is located sustainably and makes efficient use of land

Significantly Positive Impacts

The Plan's policies seek to effectively deliver housing in line with the Settlement Hierarchy; primarily to Strategic Urban Settlements, Smaller Urban Settlements and Rural Service Centres. These locations have existing services, jobs and public transport infrastructure.

The Plan's preference for a number of Strategic Mixed Use developments in line with the above, particularly within the Clacton area, enables growth to develop in line with the social and economic sustainability objectives to deliver a suitable mix of types and tenures in sustainable locations. In the long term, the development of the Garden Community will ensure similar aspirations elsewhere in the District.

The Garden Community at Tendring / Colchester Borders (assessed in Section One) will have **significantly positive impacts** associated with the provision of new infrastructure in line with the scale proposed. These impacts are strengthened in further consideration of such infrastructure provision in the broad location within the District, which can serve the existing and wider rural communities in an accessible location. Section Two of the Plan focuses on the allocation of a number of Strategic Mixed Use and Housing sites in few locations commensurate to the Settlement Hierarchy. This gives rise to a number of positive impacts in regard to the sustainable use of land.

The majority of the Plan's housing allocations across the Plan area can be seen to have **significantly positive impacts** regarding the re-use of previously developed land in accessible locations and in close proximity to the service centre. This approach is preferable in sustainability terms to the allocation of a larger number of smaller sites on a more piecemeal basis. This not only represents a sustainable and efficient use of land but also ensures positive impacts on the quality of the townscape and landscape, particularly in accordance with the Plan's site specific policies that ensure masterplanning, and also the specific thematic policy content relevant to design and amenity.

7.1.3 Sustainability Objective 3: Harness the District's economic strengths

Significantly Positive Impacts

The Plan's Prosperous Places Policies will have **significant positive cumulative impacts** on the economy and employment growth across a range of sectors as per the general focus of such policies. In addition there will also be a cumulative strengthening of ensuring that development makes an efficient use of land by being focused sustainably and assimilated in areas that will support the regeneration of identified areas.

There will also be **significant positive cumulative impacts** on minimising the need to travel and the general locational requirements of the policies and allocations for different types of employment development suitable for different parts of the District. As a result of this, the policies and allocations within the Prosperous Places Policies will ensure that development is located in reflection of and in response to skills within the District, notably those of urban and rural areas.



The Plan's allocated Garden Community (Section One) and Strategic Mixed Use development allocations will ensure **positive effects** regarding access to a range of employment opportunities in commuting distance. This ensures that homes are supported by employment opportunities, a key tenet of social and economic sustainability.

The Plan's strategic mixed use and employment allocations cumulatively ensure that a range of new employment opportunities will be forthcoming throughout the Plan area, across a range of sectors. The Plan also seeks to safeguard port related development.

The main focus of growth in Strategic Urban Settlements, Smaller Urban Settlements and the Rural Service Centre of Weeley can be expected to have **significant positive impacts** on the vitality and viability of the Plan's town centres, with the aspiration that increased growth will stimulate improvements and investment.

7.1.4 Sustainability Objective 4: Minimise transport growth whilst capturing the economic benefits of international gateways

Positive Impacts

Positive impacts will be realised regarding aspirations to minimise transport growth through the general focus of the Plan's housing allocations to existing towns and the locational criteria for future housing proposals.

The Connected Places Policies will have **significant positive cumulative impacts** on the primary aspirations of the Policies: that being ensuring accessibility and public transport opportunities and uptake are maximised from new development, and also ensuring economic and business growth in the District. These impacts will then have a synergistic positive impact on reducing transport emissions.

Through the Garden Community (Section One) and the Section Two strategic allocations, there is a focus on dispersing growth to those areas with existing strategic transport links (A-roads, B-roads and rail links) in the plan area.

In addition, **positive impacts** are likely to occur regarding sustainable transport uptake; however it should be acknowledged that there are **uncertain cumulative impacts** on the transport infrastructure around Clacton and Weeley may require further investigation through masterplanning of the SAMU allocations, particularly regarding the A133 / Colchester Road as the main strategic road into and out of Clacton. Similar **uncertain impacts** are considered relevant to highlight case surrounding the cumulative impact of the Plan's allocations in Dovercourt.

7.1.5 Sustainability Objective 5: To build stronger more resilient sustainable communities with better education and social outcomes

Positive Impacts

The Plan's Section Two Strategic Policies, Vision and Objectives will ensure **significant positive cumulative impacts** on social and economic criteria, largely related to ensuring housing and employment needs are met whilst simultaneously ensuring that new development is located in sustainable locations with wider benefits for new and existing communities through new infrastructure delivery.

There will be **significant positive individual and cumulative impacts** regarding social infrastructure provision arising from the Garden Community (Section One) and Strategic Mixed Use development allocations, which will deliver secondary and primary education facilities respectively as well as ensuring the availability of land for healthcare facilities.



The preferred sites within the Frinton, Walton, Kirby-le-Soken and Kirby Cross area are likely to have cumulative negative impacts on primary school capacity however additionally the cumulative numbers of Local Plan allocations and existing permissions are likely to ensure that the threshold for the expansion of primary capacity can be met. This is also the case for the allocations within the Mistley / Manningtree area in accumulation with existing permissions. Despite this, the Plan's policy content seeks contributions in each instance of significant new development, and generally, to seek to address these impacts. For this reason, **uncertain impacts** are highlighted overall existing regarding school capacities.

7.1.6 Sustainability Objective 6: Protect and enhance natural, historic and environmental assets

Positive / Negative Impacts

The high level elements of the Plan suitably aim that natural, historic and environmental assets are protected and enhanced.

The findings of the Appropriate Assessment (AA) (2017), regarding recreational pressures associated with the increase in growth across the wider North Essex Authorities area concludes that 'providing that the North Essex Authorities continue to collaborate and prepare the necessary Recreation Avoidance and Mitigation Strategies (RAMS) ... in close consultation with Natural England, and the RAMS are ready for implementation prior to adoption of the Section 1 and Section 2 Local Plans, the Strategic Section 1 Local Plans is not predicted to result in adverse effects on the integrity of the Stour and Orwell Estuaries SPA/Ramsar, Hamford Water SPA/Ramsar, Essex Estuaries SAC, Colne Estuary SPA/Ramsar, or Blackwater Estuary SPA/Ramsar, either alone or in-combination with other plans and projects as a result of recreation.' This includes the whole Tending District Local Plan

There can also be expected to be additional **positive impacts** on the enhancement of biodiversity through multi-purpose Green Infrastructure provision in accumulation with quality standards for Natural and Semi-Natural Greenspace, Green Corridors and general park and garden amenity space. Although there are likely to be pressures between human use and biodiversity interest on individual sites, there can still be expected to be positive outcomes for biodiversity cumulatively through the integration of a multitude of recreation and non-recreation based open space provision throughout the Plan area.

It is possible that the scale of growth within Clacton could affect the Conservation Area, representing as it does the town's historic core and focus for town centre services, although **uncertain impacts** are raised at this time in advance of any newly commissioned Conservation Area Management Plans in addition to updates to the existing Conservation Area Character Appraisals.

It is inevitable, giving the amount of agricultural land within the District that there would be losses associated with growth that requires the development of Greenfield land, and this will lead to **negative impacts**. Nevertheless, it is not considered that this loss is significant at the locations allocated, especially in light of the reasonable alternatives considered.

Regarding landscape, the SAMU allocation at Rouses Farm has been assessed as having a **negative impact** on landscape due to coalescence with Jaywick; however the relevant SAMU policy will require effective landscape mitigation on site from any forthcoming application. Historic assets are largely protected through policy and the supporting text of the Plan, and there are not considered to be any cumulative impacts on any one asset as a result of the Plan's allocations.



7.1.7 Sustainability Objective 7: Reduce contributions to climate change

Positive / Negative Impacts

The Plan's Protected Places Policies will ensure significant positive impacts on their primary aim: to protect and enhance natural, historic and environmental assets. This in turn will also see cumulative **positive impacts** on the conservation and enhancement of natural resources and the reduction of climate change impacts.

In reflection of the cumulative concerns associated with transport in Clacton, there can be expected to be some level of deterioration in air quality associated with development at the cumulative scale proposed surrounding the A133 / Colchester Road resulting in **uncertain impacts**. Despite this, the majority of development is not directly located on this road and any forthcoming masterplanning can ensure that such impacts are suitably mitigated. It should additionally be acknowledged that the SAMU allocations around Clacton are within peripheral locations that benefit from access to strategic roads, or otherwise link roads are proposed

7.1.8 Sustainability Objective 8: To conserve and enhance natural resources and reduce climate change impacts

Positive / Negative Impacts

Regarding water quality (SO11), the Appropriate Assessment concludes the following, 'the measures provided in the Section 2 Local Plan will (also) provide sufficient certainty that the overall strategic growth proposed in North Essex as part of the Section 1 for Local Plans will not result in significant adverse effects on the Stour and Orwell Estuaries SPA/Ramsar, Colne Estuary SPA/Ramsar, or Essex Estuaries SAC as a result of changes in water quality.'

It has been assessed that there will be no cumulative impacts regarding flood risk associated with the Plan's allocations, in line with findings of the Sequential Testing of sites forming part of the Plan's evidence base. In addition, policy exists to ensure that SuDS be integrated into new schemes.

Regarding sewerage capacity, the Plan states that, 'major new developments may require upgrades to existing sewage treatment works, known as Water Recycling Centres, which may be funded by Anglian Water. Such works will need to be planned and funded through Anglian Water's 5-year business plans and approved by the regulator (OFWAT).' Policy PPL5 states that, 'proposals for development must demonstrate that adequate provision exists, or can be made available, for sewage disposal to a public sewer and water recycling centre (sewage treatment works).' In response to this, **uncertain impacts** must be highlighted for the Plan's site allocations individually (in regard to those strategic allocations) and cumulatively.



7.2 Recommendations and Those Factored into the Plan throughout the SA Process

- **Strategic Objectives** - At the Preferred Options SA stage, it was recommended that specific mention is made to archaeology within Objective 7 – Cultural Heritage. This recommendation has since been factored into the policy with the inclusion of the 'historic environment' which in planning terms is strongly related to archaeology and the Essex Historic Environment Record (HER). There are no new proposed mitigation measures or recommendations made at this stage.
- **Policy HP2: Community Facilities** - At the Preferred Options stage the SA recommended that for completeness the Policy make reference to how such provision will be secured, whether through Section 106 contributions or CiL as appropriate and where Council procedures / schedules are in place or may be within the Plan period. This recommendation has taken forward in the current iteration of the policy through ensuring that the Council will work with the development industry to deliver such facilities on site, rather than seek to secure new community facilities through other means. No new proposed mitigation measures or recommendations are proposed at this stage.
- **Policy LP2: Housing Choice** - At the Preferred Options stage, the SA recommended that 'the Policy could make reference to the protection of the historic built environment as a physical reason why a housing mix cannot be achieved in some instances related to the protection and enhancement of specific designations.' Although not included within the policy, other policies adequately address this issue. The recommendation is no longer considered valid.
- **Policy PP2: Retail Hierarchy** - At the Preferred Options (2016) stage, the SA recommended that 'commentary is included within the Policy or supporting text that addresses the position of the proposed Colchester fringe Garden Community in regard to the retail hierarchy in line with the allocation's eventual size and function within and beyond the Plan period.' This recommendation is not considered appropriate at this stage due to the need to protect Major, Town and District Centres as defined in the Policy and supporting text from inappropriate retail uses outside these centres. There are no new recommendations made at this stage.
- **Policy PP11: Holiday Parks** - At the Preferred Options stage, the SA recommended that the Policy ensure a criterion that regards the impacts on biodiversity and designated sites that development proposals for holiday parks could have, and that measures are included to ensure their investigation and mitigation. This recommendation has been appropriately factored into the Policy. There are no new recommendations made at this stage.
- **Policy PPL4: Biodiversity and Geodiversity** - At the Preferred Options (2016) the SA stated that, 'although Natural England are a statutory consultee on all planning applications that meet the criteria for consultation as identified through the location and type of development within a SSSI Impact Risk Zone (which also includes Natura 2000 sites), the Policy and supporting text could be clearer on what supporting information is needed to accompany planning applications in the first instance.' In line with the findings and recommendations of the HRA Screening Assessment and Appropriate Assessment (AA), the policy has been significantly expanded to make it clear that impacts and mitigation will be included in Recreational Disturbance Avoidance and Mitigation Strategies and that Ecological Appraisals will be required where a proposal might harm biodiversity on a site. This recommendation is affectively incorporated into the policy and supporting text, and does not apply at this stage. No new recommendations are made for the Policy at this stage.



- Policy PPL10: Renewable Energy Generation - Within the Preferred Options SA, it was recommended that although issues are specifically addressed in other thematic policies, the Policy could be expanded to consider the effects of biodiversity / wildlife designations, the historic environment and landscape as appropriate. Although this policy has incorporated the need for consideration of cumulative impacts in this Draft Publication iteration, it is considered that the original SA recommendation is still applicable and relevant at this stage.
- Policy SAE2: Land South of Long Road, Mistley - It is recommended that the policy is expanded to address the potential for negative impacts on a SSSI through the requirements for an assessment of the potential impacts to accompany any planning application.
- Policy SAE3: Lanswood Park, Elmstead Market - It is recommended that the Policy make reference to the fact that the site is within a Minerals Safeguarding Area as consistent with other Delivering Places policies.
- Policy SAE4: Mercedes Site, Bathside Bay - It is recommended that the policy is expanded to address potential issues surrounding fluvial flood risk as consistent with other Delivering Places policies.
- Policy SAE5: Development at Mistley Port & Policy SAE6: Development at Mistley Marine - These sites have negative impacts associated with being within a groundwater protection zone associated with historic uses in the wider area. It is recommended that the policy addresses the requirement for suitable conditions or exemptions from applications within these sites
- Policy SAE7: Stanton Europark - It is recommended that the policy is expanded to address potential issues surrounding impacts on sites designated for wildlife conservation as consistent with other Delivering Places policies
- It is possible that the scale of growth within Clacton could affect the Conservation Area, representing as it does the town's historic core and focus for town centre services, although uncertain impacts are raised at this time in advance of any newly commissioned Conservation Area Management Plans in addition to updates to the existing Conservation Area Character Appraisals. It is recommended that these are undertaken as part of any plan review.



8. Next Steps & Monitoring

8.1 Consultation

This Environmental Report will be subject to consultation alongside the Local Plans of the three Local Planning Authorities. There are three statutory consultees or 'environmental authorities' that are required to be consulted for all Sustainability Appraisal and Strategic Environmental Assessment documents. These are:

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

In addition to these, consultation will seek to engage the wider community in order to encompass comprehensive public engagement. Tendring District Council may additionally wish to invite comments from focussed groups, relevant stakeholders and interested parties. The detailed arrangements for consultation are to be determined by Tendring District Council. The environmental authorities and public are to be given 'an early and effective opportunity' within appropriate time-frames to express their opinion. This includes the specific notification of the consultation documents and timeframes to those persons or bodies on the 'consultation database' of the LPA. This reflects those persons or bodies who have commented on the SA in previous consultation stages.

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

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

8.2 Adoption Statement

Upon adoption Local Plans will be accompanied by an Adoption Statement which will outline those monitoring indicators most appropriate for future monitoring of the Plan in line with Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004. In accordance with Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004, an Adoption Statement is required to address each of the following issues:

- How sustainability considerations have been integrated into the development plan document (Local Plan);
- How the options and consultation responses received on the development plan document (Local Plan) and sustainability appraisal reports have been taken into account;
- The reasons for choosing the development plan document (Local Plan) in light of other reasonable alternatives; and
- Monitoring measures.

8.3 Monitoring

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



be collected due to limited resources and difficulty in data availability or collection.

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

| Sustainability Objective | Indicator |
|--|---|
| 1.To provide decent and affordable homes for all | The number of net additional dwellings |
| | Affordable housing completions |
| | % of residential completions that are two or three bedroom |
| | Achieving minimum space standards for all housing types |
| 2.To ensure that development is located sustainably and makes efficient use of land | Losses of industrial land in key business and regeneration areas |
| | Amount of completed retail, office and leisure development delivered |
| | % of new and converted dwellings on previously developed land |
| | % of new development within 30 minutes of community facilities |
| 3.Harness the District's economic strengths | Amount of floorspace developed for employment |
| | Money the sector brings to the local economy & % of jobs related to each sector |
| | Total amount of floorspace generated for town centre uses |
| | Location of new residential and employment development |
| 4.Minimise transport growth whilst capturing the economic benefits of international gateways | % of new dwellings within 30 minutes public transport time of local services |
| | % of journeys to work by private car |
| | % of journeys to work by public transport, walking and cycling |



| Sustainability Objective | Indicator |
|--|---|
| | Number of applications permitted for non-port related development within the port designated areas |
| 5.To build stronger more resilient sustainable communities with better education and social outcomes | Provision of social infrastructure and services on allocated sites |
| | Contributions received towards community facilities |
| | GP waiting times and capacities |
| | Walking / cycling modes of transport uptake |
| | New healthcare facility provision through growth |
| | Health related statistics |
| | Open space provision ha/1000 population |
| | Contributions received towards open space provision |
| | % of total working age population educated to Level4 and above |
| | % of total working age population with no qualifications |
| | Number of offences per 100,000 population |
| 6.Protect and enhance natural, historic and environmental assets | Number of listed buildings, scheduled Monuments and Registered Parks and Gardens at risk (and removed from risk register through repair / adaptive reuse) |
| | Archaeological evaluation undertaken prior to development |
| | Number of Conservation Areas (and number and extent at risk) |
| | Provision of suitable accessible natural greenspace identified through appropriate |



| Sustainability Objective | Indicator |
|---|--|
| | assessments |
| | Amount of development affecting designated areas |
| | Applications with landscape conditions. |
| | Number of SSSIs in favourable condition |
| | % of new and converted dwellings on previously developed land |
| 7.Reduce contributions to climate change | % reduction in Carbon Dioxide emissions |
| | % of new dwellings built to at least level 3 of the Code for Sustainable Homes |
| | Renewable energy capacity installed by type |
| | Number of Air Quality Management areas |
| | Number of Blue Flags and Quality Coast Awards |
| | Number of potentially contaminated sites |
| 8.To conserve and enhance natural resources and reduce climate change impacts | Percentage length of estuary quality classed as Good |
| | Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality |
| | % of household waste recycled |
| | Number of SuDS schemes approved |



Appendix 1: Appraisal of the Site Allocations and Reasonable Alternatives: Strategic Mixed Use Development Sites

Introduction

For Garden Community Options, please see the Sustainability Appraisal for the Strategic Section One for Local Plans.

The Issues and Options 2015 Local Plan and Preferred Options 2016 Local Plan identified that a significant number of new homes would be delivered through a new settlement or 'Garden Community' in 'Tendring Colchester Borders', of which approximately half would be in Tendring. This has been addressed in the separate Section One for Local Plans SA. The Issues and Options 2015 Local Plan and Preferred Options 2016 Local Plan also identified a number of reasonable options associated with Strategic Mixed Use Development and a previously preferred Expanded Settlement, to meet the requirements of a significant amount of new dwellings over the plan period.

Strategic Mixed Use developments in the District were identified through:

- The District Council's Strategic Housing & Employment Land Availability Assessment (ongoing, finalised 2017) developed for this Local Plan; and
- The District Council's on-going call-for-sites process.

These options have been assessed within Appendix 2 of this Report using a 'policy-off' method of assessment. As previously stated, Strategic Mixed Use Development options (including the previously preferred Expanded Settlement at Weeley) have been assessed using Garden City principles indicated in the methodology of this SA Report and these form the basis of this Appendix 1. The initial findings of this assessment were published in the Preferred Options (2016) SA. Section 5.27 of the Local Plan states that,

'Due to the lack of available brownfield land, the Council has no choice but to promote the expansion of towns and villages onto greenfield land to deliver the district's future housing requirements. Rather than the high-density housing estates that have dominated housing provision over the last forty years which are characterised by cul-de-sacs, narrow highways and an increasing over-dominance of on-street car parking, this Council wants to embrace the principles of the Garden City movement as a means of bringing about social and economic improvements in the district. The Council will therefore only support large scale housing developments if they are well designed, integrated with the existing environment and contribute positively towards the 'sense of place'.

The below list and table show the Strategic Mixed Use Development options, including provisional or indicative dwelling numbers, where such information is known and has been submitted, and based on suitable densities per hectare where not. The subsequent appraisal of these sites/areas forms the rest of the section.



The Appraisal of the Strategic Mixed Use Development Site Options

For the purposes of interpretation, the following allocations and alternative options are shown below:

- Allocated site – Development at Edme Maltings, Mistley (SAMU1)
- Allocated site – Development at Oakland Park, Clacton (SAMU3)
- Allocated site – Development at Rouses Farm, Jaywick Lane, Clacton (SAMU4)
- Allocated site – development at Hartley Gardens, Clacton (SAMU2)
- Allocated site – Development at South of Thorpe Road, Weeley (SAMU5)
- Alternative Option 1 – Tendring Central (around the A120 at Frating) Garden Village
- Alternative Option 2 – Strategic Mixed Use Development in Clacton – Jaywick Broad Area
- Alternative Option 3 – Strategic Mixed Use Development in Clacton – East Clacton Broad Area
- Alternative Option 4 – Strategic Mixed Use Development in Harwich
- Alternative Option 5 – Strategic Mixed Use Development in Frinton and Walton
- Alternative Option 6 – Strategic Mixed Use Development south of Manningtree
- Alternative Option 7 – Weeley 'Expanded Settlement'

Table 64: Sites put forward for allocation in the Plan Area

| Area | Site / Proposal | Dwelling Capacity |
|--|-----------------------|---|
| Allocated site – Development at Edme Maltings, Mistley (SAMU1) | Mixed-use development | Total: up to 150 new homes and at least 0.13 hectares of land for employment. |
| Allocated site – Development at Oakland Park, Clacton (SAMU3) | Mixed-use development | Total: up to 500 new homes and other non-employment uses. |
| Allocated site – Development at Rouses Farm, Jaywick Lane, Clacton (SAMU4) | Mixed-use development | Total: up to 850 new homes and other non-employment uses. |
| Allocated site – development at Hartley Gardens, Clacton (SAMU2) | Mixed-use development | Total: 800-1,000 new homes and at least 7 hectares of land for employment. |
| Allocated site – Development at South of Thorpe Road, Weeley (SAMU5) | Mixed-use development | Total: up to 280 new homes and 1 hectare of land for employment |

| Area | Site / Proposal | Dwelling Capacity |
|---|--|---|
| Alternative Option 1 – Tendring Central (around the A120 at Frating) Garden Village | Mixed-use development | Total: up to 5,400 (600 over the plan period) |
| Alternative Option 2 – Strategic Mixed Use Development in Clacton – Jaywick Broad Area | Mixed-use development to land west of Cherry Tree Avenue | Total: up to 675 dwellings |
| Alternative Option 3 – Strategic Mixed Use Development in Clacton – East Clacton Broad Area | Mixed-use development to land between railway line and Holland-on-Sea | Total: up to 1,750 dwellings |
| Alternative Option 4 – Strategic Mixed Use Development in Harwich | Mixed-use development at land between Ramsey and Little Oakley | Total: up to 1,280 dwellings |
| Alternative Option 5 – Strategic Mixed Use Development in Frinton and Walton | Mixed-use development at land north and south of Kirby Cross and railway line, Frinton | Total: up to 1,640 dwellings |
| Alternative Option 6 – Strategic Mixed Use Development south of Manningtree | Mixed-use development on three parcels of land south of Manningtree | Total: unknown |
| Alternative Option 7 – Weeley 'Expanded Settlement' | <p>An 'Expanded Settlement' incorporating mixed use development on the following sites (appraised singularly as one proposal within the context of this section):</p> <ul style="list-style-type: none"> - Land to the south of Tendring Park Services (800 dwellings) - Land off St Andrews Road (14 dwellings) - Land at Weeley Council Offices (24 dwellings) - Land south and north of Council Offices (587 dwellings) | Total: 1,425 (all within plan period) and approximately 10ha of employment. |

The following table shows the comparative suitability of the Preferred and alternative options for Strategic Mixed Use Development within the District.



Table 65: Appraisal of Strategic Mixed Use Development Options

| TDC SA Objectives and sub-criteria | SAMU 1 | SAMU 3 | SAMU4 | SAMU2 | SAMU5 | Alt. Option 1 | Alt. Option 2 | Alt. Option 3 | Alt. Option 4 | Alt. Option 5 | Alt. Option 6 | Alt. Option 7 |
|---|---|--------|-------|-------|-------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| 1) To provide decent and affordable homes for all | | | | | | | | | | | | |
| - Will it provide the homes needed to support the existing and growing population? | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| - Will it provide more affordable homes across the District? | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| - Will it deliver a mix of housing types to meet the diverse needs of the District? | + | + | + | + | ++ | ++ | + | + | ? | ? | ++ | ++ |
| - Will it deliver well designed housing? | It can be assumed that all options will have the same, positive impacts associated with design in accordance with relevant policy considerations. | | | | | | | | | | | |

Commentary: As can be seen, the Plan's allocated SAMU options will have significant positive impacts on the majority of housing related assessment criteria related to need and affordability. This is also true of all options commensurate to the scale of such development. Impacts related to tenure, lifetime homes and self-build options have been assessed regarding assumptions made associated with viability, the strength of the housing market and house prices being lower in certain areas. This assumption responds to the fact that options are more viable in the west of the District and progressively less so further east. Despite this, impacts are not negative for any option.



| TDC SA Objectives and sub-criteria | SAMU 1 | SAMU 3 | SAMU4 | SAMU2 | SAMU5 | Alt. Option 1 | Alt. Option 2 | Alt. Option 3 | Alt. Option 4 | Alt. Option 5 | Alt. Option 6 | Alt. Option 7 |
|---|--|--------|-------|-------|-------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | | | | | | | |
| - Will it promote regeneration? | 0 | ++ | ++ | ++ | ++ | ++ | 0 | + | + | + | ++ | ++ |
| - Will it reduce the need for development on greenfield land? | N/A (it is likely that the Garden cities would only be viable on greenfield land) | | | | | | | | | | | |
| - Will it provide good accessibility by a range of modes of transport? | ++ | ++ | ++ | ++ | ++ | -- | ++ | ++ | + | ? | -- | ++ |
| - Will densities make efficient use of land? | It can be assumed that all options will have the same, positive impacts associated with density in accordance with relevant policy considerations. | | | | | | | | | | | |

Commentary: The majority of the SAMU proposals will have significant positive impacts in regard to infrastructure provision, and employment provision in Clacton, an identified regeneration area with the exception of SAMU1 in Mistley which will have neutral impacts associated with its broad location. Alternative Option 3 will have only minor positive impacts on this assessment criterion, due to the area's general unsuitability for elements of employment development, being largely bounded by residential development and a holiday park. Alternative Option 2 will have neutral impacts in this regard due to the dwelling yield of 675 not meeting the required threshold for new primary school provision and additionally putting subsequent pressure on the capacity of existing schools. Mixed use development associated with Alternative Options 4 and 5 will have only minor positive impacts associated with the locations being in relatively close proximity, but ultimately not being well related, to the main settlement of Harwich and the Clacton regeneration area respectively. Regarding public transport links to major towns, there will be significant positive impacts associated with those preferred and alternative options located in the Clacton broad area, and also those of Weeley (SAMU5 and Alternative Option 7) due to the ease of rail access to Clacton and Colchester and Mistley (SAMU1) due to rail links to Harwich and Colchester. Alternative Options 1 and 6 will have significant negative impacts in this regard, as the broad locations are distanced from rail links and also major towns limiting public transport options. Minor positive impacts have been assessed for Alternative Option 4 in response to the peripheral location of the option in regard to the main settlement of Harwich and rail links within the town. Uncertain impacts have been assessed regarding public transport links for Alternative Option 5; although rail links exist at both Kirby Cross and Frinton-On-Sea stations, there is no direct service to the main towns of Clacton or Harwich. All SAMU options will have significantly positive impacts associated with the provision of new infrastructure, and also Alternative Option 7 in line with the scale proposed of an Expanded Settlement. These impacts are strengthened in further consideration of such infrastructure provision in Weeley, which can serve the existing and wider rural communities.



| TDC SA Objectives and sub-criteria | SAMU 1 | SAMU 3 | SAMU4 | SAMU2 | SAMU5 | Alt. Option 1 | Alt. Option 2 | Alt. Option 3 | Alt. Option 4 | Alt. Option 5 | Alt. Option 6 | Alt. Option 7 |
|--|--|--------|-------|-------|-------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| 3) Harness the District's economic strengths | | | | | | | | | | | | |
| - Will it improve the delivery of a range of employment opportunities to support the growing population? | + | 0 | 0 | + | + | + | + | + | + | ? | + | ++ |
| - Will it contribute to the Cultural, Visitor and Tourism sector? | N/A (Can be considered more relevant to established settlements). | | | | | | | | | | | |
| - Will it enhance the vitality and viability of town centres? | - | ++ | ++ | ++ | + | -- | ++ | ++ | + | + | -- | + |
| - Will it sustain the rural economy? | N/A (All options will have no impact on increasing rural employment opportunities as defined within the relevant policy on such opportunities within the Plan. It can be assumed that all employment opportunities resulting from the options will not be rural in nature commensurate to the requirements of a range of employment opportunities that can support the level of housing growth within each proposal) | | | | | | | | | | | |

Commentary: Aside from the proposals submitted for SAMU 3 and SAMU4 which will not deliver employment land (the mixed-use definition arising from numerous community facilities) all Options have been assessed as having positive effects regarding a range of employment opportunities within and in commuting distance, with the exception of Alternative Option 5, which has been assessed as having uncertain impacts in response to employment opportunities at Frinton and Walton and the comparative lack of ease of sustainable transport to existing employment. Alternative Option 7 has been assessed as having significant positive impacts on this assessment criterion due to the ease of commuting access by road and rail to existing jobs in Clacton and Colchester and also the inclusion of 10ha of employment land in Weeley as part of the proposal. The SAMUs and Alternative Options that are based in the Clacton broad area can be said to have significant positive impacts on the vitality and viability of Clacton town centre with the aspiration that increased growth will stimulate improvements and investment. In line with this, there will be only minor positive impacts resulting from SAMU5 and Alternative Option 7; the broad location of an expanded settlement in Weeley, with rail links to Clacton, would ensure positive impacts are realised however these are limited due to equal access to Colchester for a wider range of town centre uses, facilities and services. For this reason, Alternative Options 1 and 6 have been assessed as having significant negative impacts due to the lack of rail access to Clacton and the proximity and ease of road access to Colchester. Alternative Option 4 will likely ensure minor positive impacts within the broad area of Harwich; however impacts are again limited regarding this option due to the distance from the Harwich town centre and the lack of existing public transport options in comparison to other options. Minor negative impacts have been highlighted for SAMU1 due to the distance to

Harwich; however there would be positive impacts associated with the Smaller Urban Settlements of Mistley and Manningtree. Alternative Option 5 will have only minor positive impacts due to being distanced from the District's town centres, however should have minor positive impacts associated with Frinton and Walton centres with direct rail access and also direct road access to Clacton.

| TDC SA Objectives and sub-criteria | SAMU 1 | SAMU 3 | SAMU4 | SAMU2 | SAMU5 | Alt. Option 1 | Alt. Option 2 | Alt. Option 3 | Alt. Option 4 | Alt. Option 5 | Alt. Option 6 | Alt. Option 7 |
|--|--------|--------|-------|-------|-------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | | | | | | | |
| - Will it reduce the need to travel? | + | + | + | ++ | ++ | ++ | + | ? | ++ | + | ++ | ++ |
| - Will sustainable modes of transport increase? | + | + | + | + | + | -- | + | + | ? | + | -- | + |
| - Will it promote development of the ports? | + | ? | - | ? | + | + | - | - | ++ | - | + | + |

Commentary: Significant positive impacts have been assessed for those SAMUs and Alternative options that have direct or nearby access to strategic roads in the District, namely the A120 and A133. Minor positive impacts have been assessed as relevant for those SAMUs and Alternative Options that have direct access to the District's B-Roads. Alternative Option 3 has been assessed as having an uncertain impact regarding access due to not having direct access to a B-Road, although they are within relatively close proximity to parts of the broad area. The majority of the sites will have minor positive impacts regarding walking, cycling and public transport, with the exception of Alternative Options 1 and 6, which have neither existing rail links, adequate bus links to a major town, nor are within close proximity to one for the purposes of walking and cycling. Coupled with good access to A-Roads, these options are likely to see a dependency on private vehicle use and as such significant negative impacts have been highlighted. In addition, Alternative Option 4 will have uncertain impacts in association with the broad area's distance from Harwich town for the purpose of walking and cycling accessibility, and also the distance to rail services; positive elements exist however in the form of bus links. Port related access will be significantly positive regarding Alternative Option 4 in Harwich, with minor positive impacts assessed for other options commensurate to direct routes via A-Roads, uncertain impacts in response to indirect access via A-Roads and B-Roads and negative impacts highlighted for those options that have more comparatively convoluted routes to the Ports.



| TDC SA Objectives and sub-criteria | SAMU 1 | SAMU 3 | SAMU4 | SAMU2 | SAMU5 | Alt. Option 1 | Alt. Option 2 | Alt. Option 3 | Alt. Option 4 | Alt. Option 5 | Alt. Option 6 | Alt. Option 7 |
|--|---|--------|-------|-------|-------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | | | | | | | |
| - Will it provide access to education, recreation and community facilities? | + | ++ | ++ | ++ | + | ++ | + | ++ | ++ | ++ | + | ++ |
| - Will existing open spaces be protected and new open space be created? | + | + | - | + | + | -- | - | ? | -- | - | + | + |
| - Will levels of educational attainment improve? | + | + | + | + | - | -- | + | + | ? | + | -- | - |
| - Will it reduce actual crime and the fear of crime? | N/A (Although the Garden City Principles do not explicitly mention crime and the fear of crime, general design principles are likely to ensure that this assessment criteria is indirectly adhered to). | | | | | | | | | | | |

Commentary: All development at the scales of the SAMUs and Alternative Options is likely to ensure the creation of shared spaces, sport and leisure facilities. With the additional consideration of new school provision however and capacities, the majority of the proposals will meet the threshold for such provision, with the exception of SAMU1, SAMU5 and Alternatives 2 and 6; for this reason only minor positive impacts have been highlighted for this criterion. All SAMUs and Alternative Options can be seen to deliver open space requirements as necessary and stipulated within relevant policy in the Plan. Regarding Strategic Gaps however, and issues surrounding coalescence, some Options can be seen to increase coalescence through their location and size. With the exception of SAMU4, the remaining SAMUs have all been assessed as capable of maintaining a strategic gap between any new development boundary and the nearest existing settlement (excluding that to which the suburb applies). SAMU4 however has been assessed as having a minor negative impact in this regard, due to perceived coalescence with Jaywick however the site policy does seek landscape mitigation. Alternative Options 1 and 4 have been assessed as having significantly negative impacts regarding coalescence. Alternative Option 1 would lead to the coalescence of a number of villages, namely Frating, Balls Green and Hare Green. Alternative Option 4 would lead to the coalescence of Harwich, Ramsey and Little Oakley. Alternative Option 5 has been assessed as having a minor negative impact regarding the coalescence of Frinton / Walton Kirby le Soken and Kirby Cross, although it should be acknowledged that this option would be marginally more logical than Alternative Options 1 and 4 in terms of form and the ability to ensure some degree of separation with Kirby le Soken. Alternative Option 3 would also lead to the diminishing of the strategic gap between Clacton and Jaywick, however impacts are limited due to the presence of the Millers Barn and Clacton-On-Sea golf clubs and the Clacton airfield acting as strategic gaps in this regard. Alternative Option 6 has been assessed as having a minor positive impact regarding coalescence, due to its potential to integrate a strategic gap into the site regarding any merging of Little Bromley with smaller settlements within the broad area. All SAMUs and



options in Clacton and Frinton / Walton have been assessed as having positive impacts associated with distances to secondary schools, due to their presence within these settlements. This is also the case for SAMU1 within an acceptable distance of Manningtree High School. A negative impact has been highlighted for SAMU5, (and Alternative 7) in Weeley however it should be noted that rail links exist to schools in both Clacton and Colchester as appropriate. Uncertain impacts have been assessed for Alternative Option 4, due to the peripheral location of the option in relation to schools in Harwich; however bus links exist in this area. Significant negative impacts have been assessed for Alternative Options 1 and 6 due to there being no existing nearby secondary schools and a lack of sustainable transport links. Please note that accessibility to primary schools has been explored within Sustainability Objective 5 in relation to the Options' meeting thresholds for new Primary School provision on site.

| TDC SA Objectives and sub-criteria | SAMU 1 | SAMU 3 | SAMU4 | SAMU2 | SAMU5 | Alt. Option 1 | Alt. Option 2 | Alt. Option 3 | Alt. Option 4 | Alt. Option 5 | Alt. Option 6 | Alt. Option 7 |
|---|--|--------|-------|-------|-------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 6) Protect and enhance natural, historic and environmental assets | | | | | | | | | | | | |
| - Will listed buildings and sites of potential archaeological importance be protected or enhanced? | - | - | - | - | - | - | -- | + | -- | + | - | - |
| - Will conservation areas be protected or enhanced? | - | ? | ? | ? | 0 | 0 | ? | ? | ? | ? | 0 | 0 |
| - Does it provide areas of accessible green space to allow the dispersal of species? | N/A (all Options have been assessed as having the same positive impact in relation to their ability to ensure a net gain to biodiversity, enhancements to green infrastructure and ensuring habitat creation, through development at the scales proposed). | | | | | | | | | | | |
| - Will it protect or enhance designated areas of the countryside (including landscape) and coastal environment? | ? | ? | ? | + | + | + | ? | ? | ? | ? | + | + |
| - Will it protect Greenfield land? | ++ | + | ? | ? | ? | -- | + | ? | ? | - | - | ? |

Commentary: The potential for heritage assets and sites of potential archaeological importance to be protected or enhanced is maximised through the scale of development enabling such areas to be avoided or sensitive design to be integrated. Despite this, negative impacts have been assessed as apparent for those SAMUs or Alternative Options that contain such assets. SAMUs 2,



3 and 4 as well as Alternative Option 6 will have negative impacts associated with a small number of Listed Buildings at site boundaries or within close proximity to each site. SAMU 1 contains a listed building 'Waterworks House' and several prominent buildings within the area however enhancement of these assets can be forthcoming. SAMU5, and Alternatives 1 and 7 have also been assessed as having negative impacts associated with Listed Buildings across the sites. Alternative Option 2 has been identified as having significant negative impacts at this stage pending further exploration should any planning application come forward. This relates to a Martello Tower Scheduled Monument to the south of the site; however it is considered that impacts can be suitably mitigated by the existing Clacton-On-Sea golf course and Clacton Airfield. Alternative Option 4 has also been assessed as having 'policy-off' negative impacts in relation to a Scheduled Monument (a Heavy Anti-aircraft gunsite 350m north east of Little Oakley Hall) to the south of the broad area. Clacton based SAMUs and Alternative Options could be expected to have positive impacts on Conservation Areas through directing growth away from such designations however the SAMUs and alternatives have been highlighted as having uncertain impacts associated with possible increased traffic movements to the Clacton Seafront Conservation Area. SAMU1 is located within a Conservation Area, however large parts of the site have been identified as areas in need of enhancement within the Conservation Area Management Plan (2010); as such uncertain impacts are highlighted. All other Options have been assessed as having uncertain impacts on such designations. Although these Options are sufficiently distanced from Conservation Areas, the locations of these Options are likely to see enhanced traffic and movements through Conservation Areas and historic cores to access town or district centre services and wider transport links. Regarding impacts on designated wildlife designations, SAMU2 and Alternative Options 1, 6 and 7 have been assessed as having no likely impact on SSSIs at this stage commensurate to the level of information known of each proposal. Alternative Option 4 ever has been assessed as having a negative impact, regarding the fact that any development proposal of this scale would require consultation with Natural England due to potential impacts on the Little Oakley Channel Deposit SSSI. In addition, a Coastal and floodplain grazing marsh priority habitat would likely be affected. This is similarly the case for SAMU3 and Alternative Option 3 regarding the Holland Haven Marshes SSSI and SAMU4 and Alternative Option 2 regarding the Clacton Cliffs and Foreshore SSSI. SAMU1 has been highlighted as having a similar impact due to being within the Impact Risk Zone for the Stour Estuaries SSSI and also being in close proximity to the Stour and Orwell Estuaries SPA and Ramsar. SAMU5 has been assessed as having a positive impact, however it should be noted that the southern part of the site is within the Impact Risk Zone for the Weeleyhall Wood SSSI (but development yields would have to be significantly high to warrant consultation with Natural England in this southern part of the site). SAMU1 is on brownfield land, with significantly positive impacts as a result regarding the loss of agricultural land as a result. SAMU3 and Alternative Option 2 have been assessed as having positive impacts regarding the loss of high grade agricultural land and landscape implications at this stage. These options will only see a loss of Grade 3 ALC, as opposed to the significant loss of Grade 1 resulting from Alternative Option 1 and negative landscape implications associated with coalescence. Alternative Option 5 has been assessed as having a minor negative impact in this regard with a relatively significant loss of Grade 2 ALC as well as coalescence associated Landscapes. SAMUs 5, 4 and 2 have been highlighted as having uncertain impacts in response to the loss of Grade 2 ALC with minimal Landscapes. This is also the case for Alternative Option 7. Alternative Option 3 will have uncertain impacts also where the Option would also have Landscapes on this land, however it is only located on Grade 3 ALC. Alternative Option 4 will similarly have negative Landscapes regarding the coalescence of Harwich, Ramsey and Little Oakley, although again the site is only located on Grade 3 ALC. Alternative Option 6 will see a significant loss of Grade 1 and 2 ALC, however will have only moderate landscape implications associated with coalescence, leading to negative impacts for this assessment criterion.



| TDC SA Objectives and sub-criteria | SAMU 1 | SAMU 3 | SAMU4 | SAMU2 | SAMU5 | Alt. Option 1 | Alt. Option 2 | Alt. Option 3 | Alt. Option 4 | Alt. Option 5 | Alt. Option 6 | Alt. Option 7 |
|---|---|--------|-------|-------|-------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| 7) Reduce contributions to climate change | | | | | | | | | | | | |
| - Will it reduce greenhouse gas emissions / renewable energy? | N/A (all Options have been assessed as having the same positive impact in regards to zero carbon and energy positive technology in so far that all have the possibility of integrating such technology and energy efficiency measures into proposals) | | | | | | | | | | | |
| - Will it reduce pollution? | + | ? | ? | ? | + | + | ? | ? | + | + | + | + |

Commentary: At the present stage, and in consideration of the level of information available for such strategic level Options, there are no known constraints on ground conditions, hazardous risks and contamination. The main source of air pollution in the District is road traffic emissions from the major roads, namely the A133 and A120 trunk roads. Despite this, SAMU5 and Alternative Options 1, 6 and 7 have been assessed as having positive impacts in comparison to other Options in reflection of the relatively undeveloped nature of both areas; this suggests that there are no known current constraints in this regard and the scale of the proposals indicate that effective mitigation measures can be integrated. Significant positive impacts are also associated with SAMU1 in this regard. Uncertain impacts have been identified for those Options within and surrounding Clacton, in reflection of their proximity to A-Roads and B-Roads and also the possibility that development at these broad locations would exacerbate any air quality issues associated with the town. It should also be considered that southern parts of SAMU3 are within 250m of waste management facilities within the industrial area of Stephenson Road. This is also the case for Alternative Option 3 regarding these waste operations. Alternative Options 4 and 5 have been assessed as having minor positive impacts associated with an assumption that current air quality in the two broad locations is not as significant an issue as in the District's principle settlement of Clacton, and in reflection of their peripheral locations.



| TDC SA Objectives and sub-criteria | SAMU 1 | SAMU 3 | SAMU4 | SAMU2 | SAMU5 | Alt. Option 1 | Alt. Option 2 | Alt. Option 3 | Alt. Option 4 | Alt. Option 5 | Alt. Option 6 | Alt. Option 7 |
|---|--|--------|-------|-------|-------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | | | | | | | |
| - Will it reduce the risk of flooding? (fluvial) | ++ | ++ | ++ | ? | ++ | ++ | - | - | - | ++ | ++ | ? |
| - Will it reduce the risk of flooding? (surface water) | ? | + | + | - | + | ? | ? | - | - | ? | - | + |
| - Does it minimise waste and increase rates of reuse and recycling? | N/A (This criterion is not a specific Garden City Principle. It can be assumed that all options would adhere to this objective) | | | | | | | | | | | |
| - Will it deliver SuDS and improve drainage? | N/A (all of the Options have been assessed as having the same positive score regarding the integration of SuDS. It is considered that in theory, all of the Options can successfully integrate SuDS in response to the scale of proposals and available land). | | | | | | | | | | | |

Commentary: SAMU1 is in Flood Risk Zone 1; however the western most point of the site borders Flood Zones 2 and 3 which may have surface water flood impacts. As a result, significant positive and uncertain impacts are highlighted for flood prevention. SAMU5 is also entirely within Flood Risk Zone 1 with no known surface water flood impacts. In regard to fluvial and surface water flood risk, SAMUs 3 and 4 have no significant fluvial flood risk, and in the case of SAMU3, only small areas of high risk from surface water flooding; however again these can be factored into any proposal of this scale. SAMU4 has only very small and insignificant areas of high risk from surface water. SAMU2 at Hartley Gardens has more significant fluvial and surface water flood risk, and these will have to be factored into any masterplan. Alternative Option 1 has no fluvial flood risk concerns, however quite a lot of small pockets of high risk from surface water flooding. Alternative Option 4 is similar, however with a smaller amount of larger areas of high risk from surface water flooding. Alternative Options 2, 3 and 4 all have negative impacts associated with fluvial flood risk that would be comparatively more difficult to mitigate or factor into any masterplan. Alternative Options 3 and 4 additionally have large areas at high risk from surface water flooding whilst Alternative Option 2 has less significant but still relatively large areas of high risk from surface water flooding. Alternative Option 6 has minimal land within Flood Zone 3 which can be utilised as blue infrastructure and successfully integrated into any design brief or masterplan. Despite this, a relatively large amount of the site is of high risk from surface water flooding, amounting to an overall negative impact. Alternative 7 contains a very small proportion of Flood Zone 3 at the boundaries of the sites, associated with a main river line at the south of the broad area and has small areas of identified high risk associated with surface water. There are additionally areas of Flood Risk Zone 2 associated with tributaries and water bodies on the site.



Appendix 2: Appraisal of the Housing and Employment Site Allocations and Reasonable Alternatives

Introduction

This section explores the sustainability of those sites submitted for allocation within the TDC Local Plan as per the District's call-for-sites exercise and those deemed reasonable within the Council's SHELAA 2017. Throughout this section, preferred and reasonable alternative sites are assessed to the same level of detail for their potential allocation within the Local Plan. Non-strategic sites, as interpreted within this SA, are those sites that are not deemed large enough, or through their allocation would not be as significant in meeting housing and employment needs as those explored for an expanded settlement, garden village or garden suburb.

Non-strategic sites have been grouped per broad area in line with those areas or settlements highlighted within Policy LP1 of the Local Plan. Whilst the allocated sites and reasonable alternatives have been assessed alongside each other and to the same level of detail, any cumulative impacts arising from the preferred allocations have been explored alongside those for the allocated strategic sites and Garden Community as assessed within the Section One SA.

The categorisation of sites in this SA for the purposes of identifying and selecting the reasonable alternatives dealt with

The requirement for the SA and plan-making process to develop and assess reasonable alternatives is one that is often difficult to interpret in a useful manner; such is the content of a Local Plan, covering a wide range of strategic and non-strategic issues. With this in mind, this section of the SA sets out how alternatives have been categorised in order to clearly identify relevant alternatives for the different preferred sites of the Plan.

This SA categorises sites by:

- Broad location, for the purposes of exploring sites within the context of the settlement hierarchy / spatial strategy and also in identifying possible cumulative impacts.

The District Council's Local Plan call-for-sites exercise and SHELAA 2017

The Council invited any interested parties to submit sites for consideration to be allocated for all land uses, including those for housing, employment and Gypsy and Traveller allocation. It should be acknowledged however that no Gypsy and Traveller accommodation options were forthcoming from this process.

The call-for-sites process formed the basis for exploring land availability in the District for allocation in the Local Plan. The availability, achievability and suitability of each submitted site for housing was explored in an updated Strategic Housing & Employment Land Availability Assessment (SHELAA), as required by LPAs in the preparation of a Local Plan within the NPPF.



Sites excluded from the Local Plan and SA processes

A number of sites have been excluded from the SA process for several of reasons. Planning Advisory Service (PAS) guidance states that,

'Potential sites – identified for example through a SHLAA – should be progressively filtered until a 'short list' of reasonable sites options is generated. In filtering sites, you can use three broad sets of criteria. If sites don't satisfy these criteria they aren't 'reasonable' alternatives and should be discounted.

- Exclusionary criteria – e.g. flood risk areas, areas of outstanding natural beauty (AONB) and green belt (taking into account Section 9 of the NPPF (paras 79-92)) and areas outside the pattern of development set out in the strategy.

- Discretionary criteria – e.g. relating to public rights of way, agricultural land, local nature conservation designations etc. which might not lead to the exclusion of a site but would be important from a sustainability perspective and should influence the decision as to whether or not a site is taken forward (and, if it is, the conditions that might be attached to any development).

- Deliverability criteria – e.g. land ownership, access, planning history, viability, size etc. all of which may have a bearing on whether or not the site is deliverable as a location for development.'

These criteria should reflect the issues / topics / objectives used as the basis for the SA; this will obviate the need to undertake a separate and resource-intensive SA of the sites.'

These reasons amount to, within this SA:

- The site has gained planning permission or will have been completed on sites between that, from 1st April 2013 to 31st March 2017.
- The position of the settlement within the Settlement Hierarchy. Settlements within 'Smaller Rural Settlements' as per Policy SP1: Managing Growth have been omitted from consideration in this SA as no development has been allocated within these settlements as per Policy LP1: Housing Supply. This approach is supported in line with the sustainability of such settlements and their ability to accommodate the growth proposed in a sustainable manner. The Plan states that, 'each of these smaller rural settlements can achieve a small scale increase in housing stock over the plan period. To allow for this to happen, Settlement Development Boundaries have been drawn flexibly, where practical, to accommodate a range of sites both within and on the edge of the villages and thus enabling them to be considered for small-scale residential 'infill' developments (see below), provided that it does not detrimentally impact the historic and natural environment.' The Plan adds that, 'developments which exceed 10 dwellings in size will not be permitted unless there is local support from the Town or Parish Council, an approved Neighbourhood Plan that advocates additional growth or an identified local need for affordable housing that could be addressed through a 'rural exception site'.' For this reason, this SA does not explore sites within Smaller Rural Settlements as defined in Policy SP1 (Ardleigh, Beaumont-Cum-Moze, Bradfield, Frating, Great Bromley, Great Holland, Great Oakley, Kirby-le-Soken, Little Bentley, Little Bromley, Little Oakley, Ramsey Village, Tendring, Thorpe Statin maltings, Thorringdon, Weeley Heath, Wix and Wrabness).
- The yield or size of the site is too small to allocate in a strategic Plan (these sites can be considered more of a Development Management / Control matter). The threshold has been set at under 10 dwellings. These sites are classified as windfall sites within the Plan, and have not been identified for specific allocation.

Therefore they are not considered within this SA.

Sites Explored in Clacton

The sites in the following table were put forward for allocation in the Plan Area through the District Council's on-going call-for-sites process and included where they can be deemed reasonable alternatives within the Council's SHLAA 2014 and SHELAA 2017. The table indicates provisional or indicative dwelling numbers, where such information is known and has been submitted, and based on suitable densities per hectare where not. The subsequent appraisal of these areas forms the rest of the section.

Table 66: Sites put forward for allocation in Clacton

| Preferred options SA Reference | Draft Publication SA reference | Address | Indicative dwelling yield |
|---------------------------------|--------------------------------|---|---------------------------|
| Allocated Sites | | | |
| CL8 | CL2 | Former Tendring 100 Waterworks Site, Clacton-on-Sea, CO16 8AW | Total: 90 |
| CL6 | CL3 | 522-524 St. John's Road, Clacton-on-Sea, CO16 8DY. | Total: 43 |
| CL2 | CL5 | Orchard Works, r/o London Road, Clacton-on-Sea, Essex CO15 3SY. | Total: 20 |
| NEW | CL6 | Land off Cotswold Road, Clacton-on-Sea | Total: 12 |
| NEW | CL7 | Station Gateway Development, Clacton-on-Sea | Total: 60 |
| NEW | CL43 | Hartley Gardens, Land North of Bockings Elm, Clacton | As per SAMU2 |
| NEW | CL45 | Development at Oakwood Park, Clacton | As per SAMU3 |
| NEW | CL46 | Development at Rouses Farm, Jaywick Lane, Clacton | As per SAMU4 |
| Non-Allocated Site Alternatives | | | |
| CL4 | CL1 | Land at Clacton Garden Centre, St. John's Road, Clacton-on-Sea, CO16 8BJ. | Total: 26 |
| CL3 | CL4 | Land off Abigale Gardens, Clacton-on-Sea, CO15 5AT | Total: 20 |
| NEW | CL9 | Land North of St John's Road and West of Little Clacton Road, Clacton | Total: 95 |
| NEW | CL10 | Land between A133 and Centenary Way, Clacton | Total: 675 |
| NEW | CL11 | Land at Chester Holiday Park, Jaywick Lane, Clacton-on-Sea | Total: 14 |
| NEW | CL12 | Land Between 691 and 717 St Johns Road, Clacton | Total: 14 |

| Preferred options SA Reference | Draft Publication SA reference | Address | Indicative dwelling yield |
|--------------------------------|--------------------------------|--|---------------------------|
| NEW | CL13 | Land Rear of 145 Jaywick Lane, Clacton-on-Sea | Total: 11 |
| NEW | CL14 | 82 Jaywick Lane, Clacton-on-Sea, CO16 8BB | Total: 100 |
| NEW | CL15 | St John's Nursery, Earls Hall Drive, Clacton-on-Sea CO16 8BP | Total: 239 |
| NEW | CL16 | Rear of 109 Oxford Road, Clacton-on-Sea CO15 3TJ | Total: 12 |
| NEW | CL17 | Land Rear of Valley Road (off Nightingale Way), Clacton-on-Sea | Total: 11 |
| CL7 | CL18 | Land Adjacent to Railway Station and Sadd's and St John's yard, Skelmersdale Road, Clacton | Total: 60 |
| NEW | CL19 | 3 Marine Parade East, Clacton-on-Sea | Total: 14 |
| NEW | CL20 | Royal Hotel, Marine Parade East, Clacton-on-Sea | Total: 49 |
| CL12 | CL21 | Former Rumours Nightclub, Rosemary Road, Clacton-on-Sea, Essex CO15 1PB. | Total: 16 |
| CL13 | CL22 | Land off Gainsford Avenue, Clacton-on-Sea, Essex CO15 5AT. | Total: 65 |
| CL14 | CL23 | 143-145, Kings Parade, Holland-on-Sea, Essex CO15 5JL. | Total: 10 |
| NEW | CL24 | (Sandals Inn) 26 Rosemary Road, Clacton-on-Sea CO15 1NZ | Total: 23 |
| CL15 | CL25 | Land off Lotus Way, Jaywick, Essex CO15 2JE. | Total: 130 |
| NEW | CL26 | Land West of Cherry Tree Avenue, Clacton-on-Sea CO15 1AS | Total: 675 |
| NEW | CL27 | Westcountry House, Cherry Tree Avenue, Clacton-on-Sea | Total: 53 |
| NEW | CL28 | Land West of Little Clacton Road, Clacton-on-Sea CO16 8BJ | Total: 1,250 |
| NEW | CL29 | Land North of Cann Hall Estate, Clacton-on-Sea CO16 8YN | Total: 1,470 |
| NEW | CL30 | Land East of Thorpe Road, Clacton | Total: 250 |
| NEW | CL31 | Land between railway line and Holland-on-Sea CO15 4BG (Sladbury's Lane site) | Total: 2,340 |
| NEW | CL32 | 112-118 Oxford Road, Clacton | Total: 35 |
| NEW | CL33 | Land South East of Rush Green Road, Clacton | Total: 100 |



| Preferred options SA Reference | Draft Publication SA reference | Address | Indicative dwelling yield |
|--------------------------------|--------------------------------|---|---------------------------|
| NEW | CL34 | Elm Farm, Little Clacton Road, Clacton | Total: 14 |
| NEW | CL35 | Earls Hall Farm, St Johns Road, Clacton | Total: 15 |
| NEW | CL36 | Land Rear of St John's Road, Clacton | Total: 85 |
| NEW | CL37 | Land at Foots Farm, South of Centenary Way, Clacton | Total: 150 |
| NEW | CL38 | Land South of Clacton Coastal Academy, Rush Green Road, Clacton | Total: 294 |
| NEW | CL39 | Land South of London Road, Clacton | Total: 220 |
| NEW | CL40 | Land at Millicents Day Centre, Greenacres, Off Valley Road, Clacton | Total: 15 |
| NEW | CL41 | 27-45 Garden Road, Jaywick | Total: 10 |
| CL5 | CL42 | Coppins Court, Coppins Road, Clacton-on-Sea, Essex CO15 3HS. | Total: 60 |
| NEW | CL44 | Land adjacent to Burrs Road/Sladburys Lane | Total: 640 |

The following tables separate the sites in Clacton into 'strategic/ medium sized' (i.e. 60 dwellings or more) and 'non-strategic' (i.e. less than 60 dwellings).

Table 67: Appraisal of sites – Clacton (60 dwellings or more)

| SA Objective | Site Reference | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------|----|----|----|----|--------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | Allocated | | | | | Alternatives | | | | | | | | | | | | | | | | | | | |
| | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |
| | 2 | 7 | 43 | 45 | 46 | 9 | 10 | 14 | 15 | 18 | 22 | 25 | 26 | 28 | 29 | 30 | 31 | 33 | 36 | 37 | 38 | 39 | 42 | 44 | |
| 1) To provide decent and affordable homes for all | | | | | | | | | | | | | | | | | | | | | | | | | |
| Housing growth | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Housing types | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| Housing design / density | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | | | | | | | | | | | | | | | | | | | | |
| Regeneration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail, office and leisure | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Greenfield / PDL / Landscape | ++ | ++ | - | - | - | - | - | - | ++ | ++ | - | - | - | - | - | - | - | - | - | - | - | - | + | - | - |
| Access | - | ++ | - | - | - | - | - | - | - | ++ | + | - | - | - | - | - | - | - | - | - | - | - | ++ | - | - |
| 3) Harness the District's economic strengths | | | | | | | | | | | | | | | | | | | | | | | | | |
| Emp. floorspace | 0 | - | 0 | + | + | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cultural, Visitor and Tourism | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Town centres | - | ++ | - | - | - | - | - | - | - | ++ | + | - | - | - | - | - | - | - | - | - | - | - | ++ | - | - |



| SA Objective | Site Reference | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------|---------|----------|----------|----------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | Allocated | | | | | Alternatives | | | | | | | | | | | | | | | | | | |
| | CL 2 | CL 7 | CL 43 | CL 45 | CL 46 | CL 9 | CL 10 | CL 14 | CL 15 | CL 18 | CL 22 | CL 25 | CL 26 | CL 28 | CL 29 | CL 30 | CL 31 | CL 33 | CL 36 | CL 37 | CL 38 | CL 39 | CL 42 | CL 44 |
| The rural economy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | | | | | | | | | | | | | | | | | | | |
| Public transport | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Port related dev. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | | | | | | | | | | | | | | | | | | | |
| Distance to primary school | -- | + | + | -- | + | + | + | + | - | + | ++ | -- | + | -- | ++ | + | + | + | + | - | + | + | ++ | + |
| Distance to secondary school | -- | ++ | - | -- | + | - | + | - | - | ++ | + | -- | + | -- | - | -- | ++ | + | - | -- | ++ | -- | ++ | -- |
| Primary school capacity | - | - | - | - | - | - | - | - | + | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Secondary school capacity | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Distance to GP | ++ | + | + | + | + | + | + | + | - | + | + | + | + | -- | + | -- | + | + | + | - | - | - | + | + |
| Open space | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| 6) Protect and enhance natural, historic and environmental assets | | | | | | | | | | | | | | | | | | | | | | | | |

| SA Objective | Site Reference | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------|---------|----------|----------|----------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | Allocated | | | | | Alternatives | | | | | | | | | | | | | | | | | | |
| | CL 2 | CL 7 | CL 43 | CL 45 | CL 46 | CL 9 | CL 10 | CL 14 | CL 15 | CL 18 | CL 22 | CL 25 | CL 26 | CL 28 | CL 29 | CL 30 | CL 31 | CL 33 | CL 36 | CL 37 | CL 38 | CL 39 | CL 42 | CL 44 |
| Historic environment | + | + | + | + | + | + | + | + | + | + | + | + | + | - | + | + | + | + | + | + | + | + | + | + |
| Accessible natural green space | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| SSSIs | ? | 0 | ? | ? | ? | ? | ? | ? | 0 | 0 | ? | ? | ? | ? | 0 | 0 | 0 | ? | ? | ? | ? | 0 | 0 | ? |
| SPAs, SACs, Ramsar, NNRs, LNRs, LoWSs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ancient Woodland, Protected Lanes, TPOs | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | - | + | + | + | + | + | + | + | + |
| 7) Reduce contributions to climate change | | | | | | | | | | | | | | | | | | | | | | | | |
| - Renewable energy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AQMAs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Contamination | 0 | ? | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | ? | 0 | 0 | 0 | 0 | ? | 0 | 0 | ? | 0 | 0 | ? | 0 |
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | | | | | | | | | | | | | | | | | | | |
| Ground water | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Fluvial flood risk | + | + | + | + | + | + | + | + | + | + | + | - | + | + | + | + | + | + | + | + | + | + | + | - |



| SA Objective | Site Reference | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|----------------|---------|----------|----------|----------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | Allocated | | | | | Alternatives | | | | | | | | | | | | | | | | | | |
| | CL 2 | CL 7 | CL 43 | CL 45 | CL 46 | CL 9 | CL 10 | CL 14 | CL 15 | CL 18 | CL 22 | CL 25 | CL 26 | CL 28 | CL 29 | CL 30 | CL 31 | CL 33 | CL 36 | CL 37 | CL 38 | CL 39 | CL 42 | CL 44 |
| Surface water flood risk | ? | + | + | + | + | + | + | + | + | + | + | + | + | + | + | ? | + | + | + | + | + | + | ++ | + |
| Mineral safe - guarding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WCZ | 0 | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Table 68: Appraisal of sites – Clacton (less than 60 dwellings)

| SA Objective | Site Reference | | | | | | | | | | | | | | | | | | | | |
|--|----------------|----|----|--------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | Allocated | | | Alternatives | | | | | | | | | | | | | | | | | |
| | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |
| | 3 | 5 | 6 | 1 | 4 | 11 | 12 | 13 | 16 | 17 | 19 | 20 | 21 | 23 | 24 | 27 | 32 | 34 | 35 | 40 | 41 |
| 1) To provide decent and affordable homes for all | | | | | | | | | | | | | | | | | | | | | |
| Housing growth | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Housing types | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| Housing design / density | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | | | | | | | | | | | | | | | | |
| Regeneration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail, office and leisure | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 |
| Greenfield / PDL / Landscape | + | + | + | + | - | + | - | ++ | + | - | ++ | ++ | ++ | - | ++ | - | ++ | - | - | - | - |
| Access | + | ++ | ++ | + | + | - | - | - | ++ | + | ++ | ++ | ++ | - | ++ | - | ++ | - | - | + | - |
| 3) Harness the District's economic strengths | | | | | | | | | | | | | | | | | | | | | |
| Emp. floorspace | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cultural, Visitor and | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



| SA Objective | Site Reference | | | | | | | | | | | | | | | | | | | | |
|---|----------------|----|----|--------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | Allocated | | | Alternatives | | | | | | | | | | | | | | | | | |
| | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |
| | 3 | 5 | 6 | 1 | 4 | 11 | 12 | 13 | 16 | 17 | 19 | 20 | 21 | 23 | 24 | 27 | 32 | 34 | 35 | 40 | 41 |
| Tourism | | | | | | | | | | | | | | | | | | | | | |
| Town centres | + | ++ | ++ | + | + | - | - | - | ++ | + | ++ | ++ | ++ | - | ++ | - | ++ | - | - | + | - |
| The rural economy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | | | | | | | | | | | | | | | | |
| Public transport | + | + | ++ | + | + | + | + | + | + | + | ++ | ++ | ++ | + | ++ | + | ++ | + | + | + | + |
| Port related dev. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | | | | | | | | | | | | | | | | |
| Distance to primary school | + | + | + | + | ++ | + | + | + | + | ++ | + | + | + | ++ | + | + | + | + | -- | ++ | - |
| Distance to secondary school | -- | + | + | + | + | + | + | ++ | + | + | - | - | + | -- | + | -- | + | -- | -- | + | -- |
| Primary school capacity | + | - | - | + | - | + | + | + | - | - | - | - | - | + | - | - | - | - | + | - | - |
| Secondary school capacity | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Distance to GP | -- | ++ | + | -- | - | + | + | + | + | ++ | + | + | ++ | + | ++ | + | + | + | - | ++ | + |

| SA Objective | Site Reference | | | | | | | | | | | | | | | | | | | | |
|--|----------------|----|----|--------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | Allocated | | | Alternatives | | | | | | | | | | | | | | | | | |
| | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |
| | 3 | 5 | 6 | 1 | 4 | 11 | 12 | 13 | 16 | 17 | 19 | 20 | 21 | 23 | 24 | 27 | 32 | 34 | 35 | 40 | 41 |
| Open space | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| 6) Protect and enhance natural, historic and environmental assets | | | | | | | | | | | | | | | | | | | | | |
| Historic environment | + | + | + | - | + | + | + | + | + | - | + | + | + | + | + | + | + | + | + | + | + |
| Accessible natural green space | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| SSSIs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SPAs, SACs, Ramsar, NNRs, LNRs, LoWSs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ancient Woodland, Protected Lanes, TPOs | + | + | + | + | + | + | + | + | + | - | + | + | + | + | + | + | + | + | + | + | + |
| 7) Reduce contributions to climate change | | | | | | | | | | | | | | | | | | | | | |
| Renewable energy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AQMAs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Contamination | ? | ? | ? | ? | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 |
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | | | | | | | | | | | | | | | | |



| SA Objective | Site Reference | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|----------------|----|----|--------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|
| | Allocated | | | Alternatives | | | | | | | | | | | | | | | | | | |
| | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | |
| | 3 | 5 | 6 | 1 | 4 | 11 | 12 | 13 | 16 | 17 | 19 | 20 | 21 | 23 | 24 | 27 | 32 | 34 | 35 | 40 | 41 | |
| Ground water | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | |
| Fluvial flood risk | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | - | |
| Surface water flood risk | ++ | ++ | - | + | ++ | + | + | + | ++ | ++ | ++ | ++ | ++ | + | ++ | + | + | + | + | + | ++ | |
| Mineral safe - guarding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| WCZ | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Sites Explored in Harwich and Dovercourt

The sites in the following table were put forward for allocation in the Plan Area through the District Council's on-going call-for-sites process and included where they can be deemed reasonable alternatives within the Council's SHLAA 2014 and SHELAA 2017. The table indicates provisional or indicative dwelling numbers, where such information is known and has been submitted, and based on suitable densities per hectare where not. The subsequent appraisal of these areas forms the rest of the section.

Table 69: Sites put forward for allocation in Harwich

| Preferred options SA Reference | Draft Publication SA reference | Address | Indicative dwelling yield |
|---------------------------------|--------------------------------|---|---------------------------|
| Allocated Sites | | | |
| HA7 | HA1 | Land at Low Road, Dovercourt | As per SAH2 |
| HA4 | HA2 | Harwich & Parkeston Football Club, Main Road, Harwich | Total: 89 |
| HA1 | HA3 | Part of Mayflower Primary School, Main Road, Harwich | Total: 15 |
| HA8 | HA4 | Land at Greenfield Farm, The Green, Dovercourt | As per SAH1 |
| Non-Allocated Site Alternatives | | | |
| NEW | HA5 | Land r/o Pound Farm, Main Road, Dovercourt CO12 4HJ | Total: 30 |
| NEW | HA6 | Brickfield site off Una Road and Edward Road, Parkeston | Total: 30 |
| HA5 | HA7 / HA8 | Plot 2 & 3, Stanton Europark, Dovercourt CO12 4FE | Total: 81 |
| NEW | HA9 | Land Adj. to Fryatt Hospital and Mayflower Medical Hospital, 419 Main Road, Dovercourt CO12 4EX | Total: 58 |
| NEW | HA10 | 407 Main Road, Dovercourt CO12 4EU | Total: 24 |
| NEW | HA11 | Former Bernard Uniforms Factory, Main Road, Harwich CO12 3NT | Total: 27 |
| NEW | HA12 | Land by Railway Line, Ferndale Road, Harwich CO12 3BP | Total: 13 |
| NEW | HA13 | Land Opposite Public Gardens, Barrack Lane, Harwich CO12 3NS | Total: 28 |
| HA6 | HA14 | Land east of Mayes Lane and south of Ramsey Road, Ramsey, Essex CO12 5EW. | Total: 112 |
| NEW | HA15 | Land between Ramsey and Little Oakley | Total: 1,710 |



| Preferred options SA Reference | Draft Publication SA reference | Address | Indicative dwelling yield |
|--------------------------------|--------------------------------|---|---------------------------|
| NEW | HA16 | Land in the Vicinity of Michaelstowe Hall | Total: 585 |
| NEW | HA17 | Land South of Ramsey Road, Dovercourt | Total: 65 |
| HA9 | HA18 | Land West of Mayes Lane, adj to Two Villages School, Ramsey | Total: 60 |
| NEW | HA19 | Main Road Car Park, Main Road, Harwich | Total: 3 |
| NEW | HA20 | Land at 139 Fronks Road, Dovercourt | Total: 15 |
| NEW | HA21 | Dovercourt Western Bypass (South West of Junction of Mayes Lane with Church Hill and Ramsey Road, Dovercourt) | Total: 480 |
| NEW | HA22 | Land at Low Road | Total: 424 |
| HA10 | HA23 | Land at Burnt House Farm, Lodge Road, Ramsey | Total: 51 |
| NEW | HA24 | Land off Church Hill, Ramsey | Total: 5 |
| HA9 | HA25 | Land West of Mayes Lane, Ramsey | Total: 71 |
| NEW | HA26 | Land Between Ramsey and Little Oakley | Total: 1,280 |

The following tables separate the sites in Harwich into 'strategic/medium sized' (i.e. 60 dwellings or more) and 'non-strategic' (i.e. less than 60 dwellings).



Table 70: Appraisal of sites – Harwich (60 dwellings or more)

| SA Objective | Site Reference | | | | | | | | | | | | |
|--|----------------|-----|-----|---------------|------|------|------|------|------|------|------|------|------|
| | Preferred | | | Non Preferred | | | | | | | | | |
| | HA1 | HA2 | HA4 | HA7 / 8 | HA14 | HA15 | HA16 | HA17 | HA18 | HA21 | HA22 | HA25 | HA26 |
| 1) To provide decent and affordable homes for all | | | | | | | | | | | | | |
| - Housing growth | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - Housing types | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| - Housing design / density | + | + | + | + | + | + | + | + | + | + | + | + | + |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | | | | | | | | |
| - Regeneration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Retail, office and leisure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Greenfield / Brownfield / Landscape | - | + | - | ? | - | - | - | - | - | - | - | - | - |
| - Accessibility | + | + | + | + | + | - | - | - | - | - | - | - | - |
| 3) Harness the District's economic strengths | | | | | | | | | | | | | |
| - Employment floorspace | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



| SA Objective | Site Reference | | | | | | | | | | | | |
|---|----------------|-----|-----|---------------|------|------|------|------|------|------|------|------|------|
| | Preferred | | | Non Preferred | | | | | | | | | |
| | HA1 | HA2 | HA4 | HA7 / 8 | HA14 | HA15 | HA16 | HA17 | HA18 | HA21 | HA22 | HA25 | HA26 |
| - Cultural, Visitor and Tourism | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Town centres | + | + | + | + | ? | - | - | - | - | - | - | - | - |
| - The rural economy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | | | | | | | | |
| - Public transport | + | ++ | + | + | + | + | + | + | + | + | + | + | + |
| - Port related development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | | | | | | | | |
| - Distance to primary school | ++ | ++ | ++ | + | ++ | + | + | ++ | ++ | ++ | + | ++ | + |
| - Distance to secondary school | - | + | + | - | -- | -- | -- | -- | -- | -- | + | -- | -- |
| - Primary school capacity | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - Secondary school capacity | + | + | + | + | + | - | + | + | + | ? | + | + | - |
| - Distance to GP | - | ++ | + | + | -- | -- | -- | -- | -- | -- | + | -- | -- |



| SA Objective | Site Reference | | | | | | | | | | | | |
|--|----------------|-----|-----|---------------|------|------|------|------|------|------|------|------|------|
| | Preferred | | | Non Preferred | | | | | | | | | |
| | HA1 | HA2 | HA4 | HA7 / 8 | HA14 | HA15 | HA16 | HA17 | HA18 | HA21 | HA22 | HA25 | HA26 |
| - Open space | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| 6) Protect and enhance natural, historic and environmental assets | | | | | | | | | | | | | |
| - Historic environment | + | + | + | + | + | ? | + | + | + | + | + | + | ? |
| - Accessible natural green space | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - SSSIs | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| - SPAs, SACs, Ramsar, NNRs, LNRs, LoWSs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Ancient Woodland, Protected Lanes, TPOs | + | + | + | + | + | + | + | + | + | + | + | + | + |
| 7) Reduce contributions to climate change | | | | | | | | | | | | | |
| - Renewable energy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - AQMAAs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Contamination | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | | | | | | | | |



| SA Objective | Site Reference | | | | | | | | | | | | |
|----------------------------|----------------|-----|-----|---------------|------|------|------|------|------|------|------|------|------|
| | Preferred | | | Non Preferred | | | | | | | | | |
| | HA1 | HA2 | HA4 | HA7 / 8 | HA14 | HA15 | HA16 | HA17 | HA18 | HA21 | HA22 | HA25 | HA26 |
| - Groundwater | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - Fluvial flood risk | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - Surface water flood risk | ++ | + | ++ | + | ++ | ++ | ++ | ++ | + | ? | + | + | ++ |
| - Mineral safeguarding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Waste consultations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Table 71: Appraisal of sites – Harwich (less than 60 dwellings)

| SA Objective | Site Reference | | | | | | | | | | | |
|--|----------------|---------------|-----|-----|------|------|------|------|------|------|------|------|
| | Preferred | Non Preferred | | | | | | | | | | |
| | HA3 | HA5 | HA6 | HA9 | HA10 | HA11 | HA12 | HA13 | HA19 | HA20 | HA23 | HA24 |
| 1) To provide decent and affordable homes for all | | | | | | | | | | | | |
| - Housing growth | + | + | + | + | + | + | + | + | + | + | + | + |
| - Housing types | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| - Housing design / density | + | + | + | + | + | + | + | + | + | + | + | + |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | | | | | | | |
| - Regeneration | 0 | 0 | 0 | 0 | 0 | - | - | 0 | 0 | 0 | 0 | 0 |
| - Retail, office and leisure | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 |
| - Greenfield / Brownfield / Landscape | + | - | - | ? | ++ | ++ | - | + | + | - | - | -- |
| - Accessibility | + | - | - | + | + | ++ | ++ | + | + | + | + | - |
| 3) Harness the District's economic strengths | | | | | | | | | | | | |
| - Employment floorspace | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | ++ | 0 |
| - Cultural, Visitor and Tourism | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



| SA Objective | Site Reference | | | | | | | | | | | |
|---|----------------|---------------|-----|-----|------|------|------|------|------|------|------|------|
| | Preferred | Non Preferred | | | | | | | | | | |
| | HA3 | HA5 | HA6 | HA9 | HA10 | HA11 | HA12 | HA13 | HA19 | HA20 | HA23 | HA24 |
| - Town centres | + | - | - | + | + | ++ | ++ | + | + | + | ? | - |
| - The rural economy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | | | | | | | |
| - Public transport | ++ | + | ++ | + | + | ++ | ++ | ++ | ++ | + | + | + |
| - Port related development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | | | | | | | |
| - Distance to primary school | ++ | ++ | + | ++ | ++ | + | + | + | ++ | ++ | + | ++ |
| - Distance to secondary school | + | -- | -- | + | + | -- | -- | -- | + | ++ | + | -- |
| - Primary school capacity | + | - | + | + | + | + | + | + | + | - | - | - |
| - Secondary school capacity | + | - | + | + | + | + | + | + | + | + | + | + |
| - Distance to GP | + | - | - | ++ | ++ | -- | -- | - | ++ | ++ | -- | -- |
| - Open space | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| 6) Protect and enhance natural, historic and environmental assets | | | | | | | | | | | | |



| SA Objective | Site Reference | | | | | | | | | | | |
|--|----------------|---------------|-----|-----|------|------|------|------|------|------|------|------|
| | Preferred | Non Preferred | | | | | | | | | | |
| | HA3 | HA5 | HA6 | HA9 | HA10 | HA11 | HA12 | HA13 | HA19 | HA20 | HA23 | HA24 |
| - Historic environment | + | + | + | + | + | + | + | + | + | + | + | + |
| - Accessible natural green space | + | + | + | + | + | + | + | + | + | + | + | + |
| - SSSIs | 0 | ? | ? | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 |
| - SPAs, SACs, Ramsar, NNRs, LNRs, LoWSs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Ancient Woodland, Protected Lanes, TPOs | + | + | + | + | + | + | + | + | + | + | + | + |
| 7) Reduce contributions to climate change | | | | | | | | | | | | |
| - Renewable energy | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - AQMAs | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Contamination | ++ | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 |
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | | | | | | | |
| - Groundwater | + | + | + | + | + | + | + | + | + | + | + | + |
| - Fluvial flood risk | + | - | + | + | + | - | - | + | + | + | ++ | + |
| - Surface water flood risk | ++ | + | ++ | ++ | ++ | + | + | + | ++ | ++ | + | + |



| SA Objective | Site Reference | | | | | | | | | | | |
|------------------------|----------------|---------------|-----|-----|------|------|------|------|------|------|------|------|
| | Preferred | Non Preferred | | | | | | | | | | |
| | HA3 | HA5 | HA6 | HA9 | HA10 | HA11 | HA12 | HA13 | HA19 | HA20 | HA23 | HA24 |
| - Mineral safeguarding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Waste consultations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Sites Explored in Frinton, Walton, Kirby le Soken & Kirby Cross

The sites in the following table were put forward for allocation in the Plan Area through the District Council's on-going call-for-sites process and included where they can be deemed reasonable alternatives within the Council's SHLAA 2014 and SHELAA 2017. The table indicates provisional or indicative dwelling numbers, where such information is known and has been submitted, and based on suitable densities per hectare where not. The subsequent appraisal of these areas forms the rest of the section.

Table 72: Sites put forward for allocation in Frinton, Walton, Kirby le Soken & Kirby Cross

| Preferred options SA Reference | Draft Publication SA reference | Address | Indicative dwelling yield |
|---------------------------------|--------------------------------|--|---------------------------|
| Preferred Site Allocations | | | |
| FW3 | FW1 | Southcliffe Trailer Park, Woodberry Way, Walton-on-Naze | Total: 15 |
| FW5 | FW2 | Land at the Farm, Kirby Road, Walton-on-Naze CO14 8QS | Total: 47 |
| FW4 | FW6 | Station Yard and Former Avon Works, Walton-on-Naze | Total: 40 |
| NEW | FW41 | Former Town Hall Site, Public Conveniences and Depot, Mill Lane, Walton-on-Naze | Total: 15 |
| Non-Preferred Site Alternatives | | | |
| NEW | FW4 | Former Reservoir Site, Wittonwood Road, Frinton-on-Sea CO13 9LB | Total: 37 |
| NEW | FW5 | Former Allotment Site, Butchers Lane, Walton-on-Naze CO14 8UE | Total: 13 |
| NEW | FW3 | Station Road, Walton | Total: 18 |
| NEW | FW7 | Martello Caravan Park, Kirby Road, Walton-on-Naze | Total: 310 |
| FW6 | FW8 | 47 The Parade, Walton-on-Naze CO14 8AS | Total: 11 |
| FW7 | FW9 | Land Behind 22-52 Frinton Road, Kirby Cross CO13 0LE | Total: 28 |
| FW8 | FW10 | Land South of Kirby Cross and North of Railway Line, Frinton-on-Sea CO13 0NQ (part of site to rear of 185 Thorpe Road) | Total: 270 |
| NEW | FW11 | Land North of Kirby Cross CO13 0DY (off the Sheltons) | Total: 900 |
| FW9 | FW12 | Land to South of Kirby Cross and the Railway Line, Frinton-on-Sea CO13 0FB | Total: 1,260 - 1,640 |



| Preferred options SA Reference | Draft Publication SA reference | Address | Indicative dwelling yield |
|--------------------------------|--------------------------------|---|---------------------------|
| NEW | FW13 | Land West of Halstead Road, Kirby Cross CO13 0LS | Total: 42 |
| FW13 | FW14 | Land East of Halstead Road, Kirby Cross | Total: 240 |
| NEW | FW16 | Halstead Road, Kirby Cross | Total: 75 |
| NEW | FW17 | Land South of Thorpe Road, Kirby Cross | Total: 110 |
| FW12 | FW18 | Chatsworth Farm, Thorpe Road, Kirby Cross | Total: 51 |
| FW1 | FW19 | Land at Turpins Farm, Elm Tree Avenue, Frinton-on-Sea CO14 8TE | Total: 210 |
| FW10 | FW20 | Land North West of Martello Caravan Park, North of Lowe Chase, Walton-on-Naze | Total: 120 |
| NEW | FW21 | Land West of High Tree Avenue, Walton-on-Naze | Total: 14 |
| NEW | FW22 | Land West of Old Hall Lane, Walton-on-Naze | Total: 450 |
| NEW | FW23 | Land off First Avenue, Frinton-on-Sea CO13 9LW | Total: 67 |
| NEW | FW24 | Land Rear of 176-178 Thorpe Road, Kirby Cross | Total: 6 |
| NEW | FW26 | Land Adjacent to Willows, Little Clacton Road, Great Holland | Total: 15 |
| NEW | FW30 | North Street, Walton-on-Naze | Total: 20 |
| NEW | FW31 | Mill Lane, Walton-on-Naze | Total: 20 |
| NEW | FW32 | Land West of Edenside, Frinton-on-Sea | Total: 120 |
| NEW | FW33 | Station Car Park, Church Road, Walton-on-Naze | Total: 43 |
| NEW | FW34 | Land at rear of 185 Thorpe Road, Kirby Cross | Total: 40 |
| NEW | FW35 | Walton Mere, Walton-on-Naze | Total: 200 |
| NEW | FW38 | Land north of the Street, Kirby-le-Soken | Total: 51 |
| NEW | FW39 | Chartfield Drive, Kirby-le-Soken | Total: 24 |
| NEW | FW40 | Land north of Walton Road, Kirby-le-Soken | Total: 33 |

The following tables separate the sites in Frinton / Walton into 'strategic/medium sized' (i.e. 50 dwellings or more) and 'non-strategic' (i.e. less than 50 dwellings).



Table 73: Appraisal of sites – Frinton, Walton, Kirby le Soken & Kirby Cross (50 dwellings or more)

| SA Objective | Site Reference | | | | | | | | | | | | | | |
|--|----------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | Non Preferred | | | | | | | | | | | | | | |
| | FW7 | FW10 | FW11 | FW12 | FW14 | FW16 | FW17 | FW18 | FW19 | FW20 | FW22 | FW23 | FW32 | FW35 | FW38 |
| 1) To provide decent and affordable homes for all | | | | | | | | | | | | | | | |
| - Housing growth | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - Housing types | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| - Housing design / density | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | | | | | | | | | | |
| - Regeneration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Retail, office and leisure | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Greenfield / Brownfield / Landscape | - | - | - | - | - | - | - | ? | - | - | - | - | - | ++ | - |
| - Accessibility | - | - | - | - | - | - | - | -- | - | - | -- | - | - | - | - |
| 3) Harness the District's economic strengths | | | | | | | | | | | | | | | |
| - Employment floorspace | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



| SA Objective | Site Reference | | | | | | | | | | | | | | |
|---|----------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | Non Preferred | | | | | | | | | | | | | | |
| | FW7 | FW10 | FW11 | FW12 | FW14 | FW16 | FW17 | FW18 | FW19 | FW20 | FW22 | FW23 | FW32 | FW35 | FW38 |
| - Cultural, Visitor and Tourism | -- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Town centres | - | - | - | - | - | - | - | -- | - | - | -- | - | - | - | - |
| - The rural economy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | | | | | | | | | | |
| - Public transport | ++ | + | ++ | + | + | + | ++ | + | + | ++ | + | ++ | + | ++ | + |
| - Port related development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | | | | | | | | | | |
| - Distance to primary school | + | + | ++ | + | ++ | + | + | -- | ++ | + | - | ++ | + | ++ | - |
| - Distance to secondary school | - | -- | -- | -- | -- | -- | -- | -- | + | - | -- | -- | + | -- | -- |
| - Primary school capacity | - | - | - | - | - | - | - | - | - | - | - | - | - | + | - |
| - Secondary school capacity | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |



| SA Objective | Site Reference | | | | | | | | | | | | | | |
|---|----------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | Non Preferred | | | | | | | | | | | | | | |
| | FW7 | FW10 | FW11 | FW12 | FW14 | FW16 | FW17 | FW18 | FW19 | FW20 | FW22 | FW23 | FW32 | FW35 | FW38 |
| - Distance to GP | ++ | -- | + | -- | - | + | - | -- | - | + | - | + | + | ++ | - |
| - Open space | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| 6) Protect and enhance natural, historic and environmental assets | | | | | | | | | | | | | | | |
| - Historic environment | -- | - | - | - | + | + | - | - | + | + | - | + | + | + | + |
| - Accessible natural green space | + | + | + | + | + | + | + | - | + | + | + | + | + | + | + |
| - SSSIs | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | 0 | ? |
| - SPAs, SACs, Ramsar, NNRs, LNRs, LoWSs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Ancient Woodland, Protected Lanes, TPOs | + | + | - | + | + | + | + | + | + | + | + | + | + | + | + |
| 7) Reduce contributions to climate change | | | | | | | | | | | | | | | |
| - Renewable energy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - AQMAs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| -Contamination | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



| SA Objective | Site Reference | | | | | | | | | | | | | | |
|--|----------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | Non Preferred | | | | | | | | | | | | | | |
| | FW7 | FW10 | FW11 | FW12 | FW14 | FW16 | FW17 | FW18 | FW19 | FW20 | FW22 | FW23 | FW32 | FW35 | FW38 |
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | | | | | | | | | | |
| - Groundwater | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - Fluvial flood risk | ? | + | + | + | + | + | + | + | + | ? | + | ? | + | + | + |
| - Surface water flood risk | + | ++ | + | ++ | + | + | ++ | ++ | + | + | + | + | + | + | ? |
| - Mineral safeguarding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Waste consultations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Table 74: Appraisal of sites – Frinton, Walton, Kirby le Soken & Kirby Cross (less than 50 dwellings)

| SA Objective | Site Reference | | | | | | | | | | | | | | | | | | | |
|--|------------------|---|----|----|-------------------|----|----|----|---|----|----|----|----|----|----|----|----|----|----|--|
| | Allocations (FW) | | | | Alternatives (FW) | | | | | | | | | | | | | | | |
| | 1 | 2 | 6 | 41 | 4 | 5 | 3 | 8 | 9 | 13 | 21 | 24 | 26 | 30 | 31 | 33 | 34 | 39 | 40 | |
| 1) To provide decent and affordable homes for all | | | | | | | | | | | | | | | | | | | | |
| - Housing growth | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | |
| - Housing types | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | |
| - Housing design / density | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | | | | | | | | | | | | | | | |
| - Regeneration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| - Retail, office and leisure | - | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| - Greenfield / Brownfield / Landscape | + | - | + | ++ | - | -- | + | ++ | - | - | - | - | -- | - | - | - | - | - | - | |
| - Accessibility | ++ | + | ++ | + | ++ | ++ | ++ | + | - | - | -- | - | -- | - | - | + | - | - | - | |
| 3) Harness the District's economic strengths | | | | | | | | | | | | | | | | | | | | |
| - Employment | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |



| SA Objective | Site Reference | | | | | | | | | | | | | | | | | | | |
|---|------------------|---|----|----|-------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|
| | Allocations (FW) | | | | Alternatives (FW) | | | | | | | | | | | | | | | |
| | 1 | 2 | 6 | 41 | 4 | 5 | 3 | 8 | 9 | 13 | 21 | 24 | 26 | 30 | 31 | 33 | 34 | 39 | 40 | |
| floorspace | | | | | | | | | | | | | | | | | | | | |
| - Cultural, Visitor and Tourism | - | 0 | 0 | 0 | 0 | 0 | 0 | -- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| - Town centres | ++ | + | ++ | + | ++ | ++ | ++ | + | - | - | -- | - | -- | - | - | + | - | - | - | |
| - The rural economy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | | | | | | | | | | | | | | | |
| - Public transport | ++ | + | ++ | ++ | ++ | ++ | ++ | ++ | + | ++ | + | + | + | ++ | ++ | ++ | + | + | + | |
| - Port related development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | | | | | | | | | | | | | | | |
| - Distance to primary school | - | + | + | + | ++ | + | + | ++ | ++ | ++ | + | - | -- | ++ | ++ | + | -- | + | + | |
| - Distance to secondary school | + | - | + | -- | + | + | + | -- | -- | -- | -- | -- | -- | -- | -- | + | -- | -- | -- | |
| - Primary school capacity | + | - | - | + | - | + | + | + | - | - | + | + | + | + | + | + | - | - | - | |



| SA Objective | Site Reference | | | | | | | | | | | | | | | | | | | |
|---|------------------|----|----|----|-------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|
| | Allocations (FW) | | | | Alternatives (FW) | | | | | | | | | | | | | | | |
| | 1 | 2 | 6 | 41 | 4 | 5 | 3 | 8 | 9 | 13 | 21 | 24 | 26 | 30 | 31 | 33 | 34 | 39 | 40 | |
| - Secondary school capacity | - | - | ? | - | ? | ? | - | ? | ? | ? | ? | ? | - | ? | ? | ? | ? | ? | ? | |
| - Distance to GP | + | + | + | ++ | ++ | + | + | ++ | - | + | - | -- | -- | ++ | ++ | + | -- | + | - | |
| - Open space | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | |
| 6) Protect and enhance natural, historic and environmental assets | | | | | | | | | | | | | | | | | | | | |
| - Historic environment | + | + | + | + | + | + | + | + | + | + | + | - | + | + | + | + | + | + | + | |
| - Accessible natural green space | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | |
| - SSSIs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | 0 | 0 | 0 | 0 | 0 | ? | 0 | 0 | |
| - SPAs, SACs, Ramsar, NNRs, LNRs, LoWSs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| - Ancient Woodland, Protected Lanes, TPOs | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | |
| 7) Reduce contributions to climate change | | | | | | | | | | | | | | | | | | | | |



| SA Objective | Site Reference | | | | | | | | | | | | | | | | | | | |
|--|------------------|---|----|----|-------------------|---|---|----|---|----|----|----|----|----|----|----|----|----|----|--|
| | Allocations (FW) | | | | Alternatives (FW) | | | | | | | | | | | | | | | |
| | 1 | 2 | 6 | 41 | 4 | 5 | 3 | 8 | 9 | 13 | 21 | 24 | 26 | 30 | 31 | 33 | 34 | 39 | 40 | |
| - Renewable energy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| - AQMAs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| -Contamination | 0 | 0 | ? | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | | | | | | | | | | | | | | | |
| - Groundwater | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | |
| - Fluvial flood risk | + | ? | + | - | + | + | + | + | + | + | + | + | + | - | - | + | + | + | + | |
| - Surface water flood risk | ++ | + | ++ | + | ++ | + | + | ++ | + | + | ++ | + | ++ | + | + | ++ | + | ++ | ++ | |
| - Mineral safeguarding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| - Waste consultations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Sites Explored in Brightlingsea

The sites in the following table were put forward for allocation in the Plan Area through the District Council's on-going call-for-sites process and included where they can be deemed reasonable alternatives within the Council's SHLAA 2014 and SHELAA 2017. The table indicates provisional or indicative dwelling numbers, where such information is known and has been submitted, and based on suitable densities per hectare where not. The subsequent appraisal of these areas forms the rest of the section.

Table 75: Sites put forward for allocation in Brightlingsea

| Preferred options SA Reference | Draft Publication SA reference | Address | Indicative dwelling yield |
|---------------------------------|--------------------------------|---|---------------------------|
| Preferred Site Allocations | | | |
| BR1 | BR1 | Land South of Robinson Road, Brightlingsea CO7 0ST | As per SAH3 |
| Non-Preferred Site Alternatives | | | |
| NEW | BR2 | Former Astralux site, Red Barn Road, Brightlingsea | Total: 18 |
| NEW | BR3 | Land r/o 121-127 Sydney Street, Brightlingsea CO7 0AY | Total: 13 |
| NEW | BR4 | Land West of Lodge Lane, Brightlingsea | Total: 160 |
| NEW | BR5 | Land at Brightlingsea Hall Farm, West of Church Road, Brightlingsea CO7 0SA | Total: 306 |
| NEW | BR6 | Land North of Church Road, Brightlingsea | Total: 230 |
| NEW | BR7 | Land off Morses Lane, Brightlingsea | Total: 270 |
| BR2 | BR8 | Land off Samson's Road, Brightlingsea CO7 0RG | Total: 12 |
| NEW | BR9 | Land East of Lime Street, Brightlingsea CO7 0BH | Total: 25 |



Table 76: Appraisal of sites –Brightlingsea

| SA Objective | Site Reference | | | | | | | | |
|--|----------------|--------------|-----|-----|-----|-----|-----|-----|-----|
| | Allocation | Alternatives | | | | | | | |
| | BR1 | BR2 | BR3 | BR4 | BR5 | BR6 | BR7 | BR8 | BR9 |
| 1) To provide decent and affordable homes for all | | | | | | | | | |
| - Housing growth | + | + | + | + | + | + | + | + | + |
| - Housing types | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| - Housing design / density | + | + | + | + | + | + | + | + | + |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | | | | |
| - Regeneration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Retail, office and leisure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Greenfield / Brownfield / Landscape | - | + | + | - | - | - | - | - | - |
| - Accessibility | - | - | - | - | - | - | - | - | ++ |
| 3) Harness the District's economic strengths | | | | | | | | | |
| - Employment floorspace | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Cultural, Visitor and Tourism | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Town centres | - | - | - | - | - | - | - | - | ++ |
| - The rural economy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



| SA Objective | Site Reference | | | | | | | | |
|---|----------------|--------------|-----|-----|-----|-----|-----|-----|-----|
| | Allocation | Alternatives | | | | | | | |
| | BR1 | BR2 | BR3 | BR4 | BR5 | BR6 | BR7 | BR8 | BR9 |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | | | | |
| - Public transport | + | + | + | + | + | + | + | + | + |
| - Port related development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | | | | |
| - Distance to primary school | + | -- | + | + | -- | -- | + | -- | + |
| - Distance to secondary school | -- | ++ | ++ | ++ | + | + | + | ++ | - |
| - Primary school capacity | - | - | - | - | - | - | - | - | - |
| - Secondary school capacity | - | - | - | - | - | - | - | - | - |
| - Distance to GP | - | -- | + | + | - | -- | -- | -- | + |
| - Open space | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| 6) Protect and enhance natural, historic and environmental assets | | | | | | | | | |
| - Historic environment | + | + | + | - | + | + | - | + | + |
| - Accessible natural green space | + | + | + | + | + | + | + | + | + |
| - SSSIs | ? | ? | ? | ? | ? | ? | ? | ? | 0 |



| SA Objective | Site Reference | | | | | | | | |
|--|----------------|--------------|-----|-----|-----|-----|-----|-----|-----|
| | Allocation | Alternatives | | | | | | | |
| | BR1 | BR2 | BR3 | BR4 | BR5 | BR6 | BR7 | BR8 | BR9 |
| - SPAs, SACs, Ramsar, NNRs, LNRs, LoWSs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Ancient Woodland, Protected Lanes, TPOs | + | - | - | - | - | - | - | - | 0 |
| 7) Reduce contributions to climate change | | | | | | | | | |
| - AQMAs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Contamination | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? |
| - Renewable energy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | | | | |
| - Groundwater | + | + | + | + | + | + | + | + | + |
| - Fluvial flood risk | + | + | + | + | + | + | + | + | + |
| - Surface water flood risk | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | + |
| - Mineral safeguarding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Waste consultation zone | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Sites Explored in Manningtree (including Lawford and Mistley)

The sites in the following table were put forward for allocation in the Plan Area through the District Council's on-going call-for-sites process and included where they can be deemed reasonable alternatives within the Council's SHLAA 2014 and SHELAA 2017. The table indicates provisional or indicative dwelling numbers, where such information is known and has been submitted, and based on suitable densities per hectare where not. The subsequent appraisal of these areas forms the rest of the section.

Table 77: Sites put forward for allocation in Manningtree (including Lawford and Mistley)

| Preferred Options SA reference | Draft Publication SA reference | Address | Indicative dwelling yield |
|--------------------------------|--------------------------------|---|---------------------------|
| Allocated Sites | | | |
| MA3 | MA17 | Land south of Pound Corner | Total: 25 |
| NEW | MA18 | EDME site, High Street (housing) | As per SAMU1 |
| Site Alternatives | | | |
| NEW | MA1 | Thorn Quay Warehouse, High Street, Mistley CO11 1HE | Total: 45 |
| NEW | MA2 | Edme Site, High Street, Mistley CO11 1HH | Total: 50 |
| NEW | MA3 | Former Secret Bunker, Shrubland Road, Mistley CO11 1HS | Total: 31 |
| MA4 | MA4 | Affinity Water Site, Mill Hill, Manningtree CO11 2AZ | Total: 90 |
| MA5 | MA5 | Land at Dale Hall, East of Cox's Hill, Lawford CO11 2LA | Total: 150 |
| NEW | MA6 | Land North of Long Road, Lawford | Total: 180 |
| MA7 | MA7 | Land Adj. to Stourview Estate, Mistley CO11 1UE | Total: 50 |
| MA2 | MA8 | Land South of Harwich Road, Mistley CO11 1HS | Total: 340 |
| NEW | MA9 | Land Adj. 142 Harwich Road, Mistley CO11 2DG | Total: 15 |
| NEW | MA10 | Land Off Colchester Road, Lawford | Total: 15 |
| NEW | MA11 | Land Off Trinity Road, Mistley | Total: 75 |
| NEW | MA12 | Mistley Marine | Total: 20 |
| NEW | MA13 | Land off Grange Road, Lawford | Total: 30 |
| MA6 | MA14 | Land South of Long Road, Mistley | Total: 420 |



| Preferred Options SA reference | Draft Publication SA reference | Address | Indicative dwelling yield |
|--------------------------------|--------------------------------|---|---------------------------|
| MA9 | MA15 | Mistley Place Park, North of New Road, Mistley CO11 1LU | Total: 50 |
| MA8 | MA16 | Land East of New Road, Manningtree | Total: 73 |



Table 78: Appraisal of sites – Manningtree (including Lawford and Mistley)

| SA Objective | Site Reference | | | | | | | | | | | | | | | | | |
|--|----------------|----------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|
| | Allocated | | Alternatives | | | | | | | | | | | | | | | |
| | MA 17 | MA 18 | MA 1 | MA 2 | MA 3 | MA 4 | MA 5 | MA 6 | MA 7 | MA 8 | MA 9 | MA 10 | MA 11 | MA 12 | MA 13 | MA 14 | MA 15 | MA 16 |
| 1) To provide decent and affordable homes for all | | | | | | | | | | | | | | | | | | |
| - Housing growth | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - Housing types | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| - Housing design / density | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | | | | | | | | | | | | | |
| - Regeneration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Retail, office and leisure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Greenfield / Brownfield / Landscape | ++ | ++ | ++ | - | ? | + | - | - | - | - | - | - | - | ++ | - | - | - | - |
| - Accessibility | + | + | + | + | - | + | + | + | + | - | + | + | + | + | + | + | + | + |
| 3) Harness the District's economic strengths | | | | | | | | | | | | | | | | | | |
| - Employment | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 |



| SA Objective | Site Reference | | | | | | | | | | | | | | | | | |
|---|----------------|----------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|
| | Allocated | | Alternatives | | | | | | | | | | | | | | | |
| | MA 17 | MA 18 | MA 1 | MA 2 | MA 3 | MA 4 | MA 5 | MA 6 | MA 7 | MA 8 | MA 9 | MA 10 | MA 11 | MA 12 | MA 13 | MA 14 | MA 15 | MA 16 |
| floorspace | | | | | | | | | | | | | | | | | | |
| - Cultural, Visitor and Tourism | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | 0 |
| - Town centres | + | + | + | + | - | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - The rural economy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | | | | | | | | | | | | | |
| - Public transport | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - Port related development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | | | | | | | | | | | | | |
| - Distance to primary school | ++ | + | + | + | + | ++ | ++ | + | ++ | + | + | + | + | + | + | ++ | + | + |
| - Distance to secondary school | -- | + | + | + | + | ++ | ++ | + | -- | + | + | + | + | + | + | ++ | - | + |
| - Primary school capacity | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



| SA Objective | Site Reference | | | | | | | | | | | | | | | | | |
|---|----------------|----------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|
| | Allocated | | Alternatives | | | | | | | | | | | | | | | |
| | MA 17 | MA 18 | MA 1 | MA 2 | MA 3 | MA 4 | MA 5 | MA 6 | MA 7 | MA 8 | MA 9 | MA 10 | MA 11 | MA 12 | MA 13 | MA 14 | MA 15 | MA 16 |
| - Secondary school capacity | + | - | - | - | - | - | - | - | + | - | - | - | - | - | - | - | - | - |
| - Distance to GP | -- | + | + | + | + | ++ | ++ | + | -- | + | + | + | + | + | + | ++ | + | + |
| - Open space | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| 6) Protect and enhance natural, historic and environmental assets | | | | | | | | | | | | | | | | | | |
| - Historic environment | - | -- | + | - | + | + | + | + | + | + | + | + | + | + | + | + | -- | - |
| - Accessible natural green space | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - SSSIs | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| - SPAs, SACs, Ramsar, NNRs, LNRs, LoWSs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Ancient Woodland, Protected Lanes, TPOs | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | - | + |
| 7) Reduce contributions to climate change | | | | | | | | | | | | | | | | | | |



| SA Objective | Site Reference | | | | | | | | | | | | | | | | | |
|--|----------------|----------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|
| | Allocated | | Alternatives | | | | | | | | | | | | | | | |
| | MA 17 | MA 18 | MA 1 | MA 2 | MA 3 | MA 4 | MA 5 | MA 6 | MA 7 | MA 8 | MA 9 | MA 10 | MA 11 | MA 12 | MA 13 | MA 14 | MA 15 | MA 16 |
| - Renewable energy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - AQMAs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Contamination | ? | 0 | 0 | 0 | 0 | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | | | | | | | | | | | | | |
| - Groundwater | + | -- | + | + | + | -- | -- | + | - | + | + | + | + | + | + | -- | - | + |
| - Fluvial flood risk | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | + | + | + | + | + | ++ | -- | ++ |
| - Surface water flood risk | ++ | + | + | + | + | -- | + | + | + | + | + | + | + | + | + | + | - | + |
| - Mineral safeguarding | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| - Waste consultations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Sites Explored in Rural Service Centres

The sites in the following table were put forward for allocation in the Plan Area through the District Council's on-going call-for-sites process and included where they can be deemed reasonable alternatives within the Council's SHLAA 2014 and SHELAA 2017. The table indicates provisional or indicative dwelling numbers, where such information is known and has been submitted, and based on suitable densities per hectare where not. The subsequent appraisal of these areas forms the rest of the section.

Table 79: Preferred allocations in rural service centres

| Preferred options SA Reference | Draft Publication SA reference | Address | Indicative dwelling yield |
|--------------------------------|--------------------------------|---|---------------------------|
| Allocations | | | |
| LC2 | LC1 | Land at Montana Roundabout, Little Clacton | Total: 35 |
| NEW | WE10 | Development South of Thorpe Road, Weeley | As per SAMU5 |
| NEW | WE1 | Land at Weeley Council Offices | Total: 24 |
| Alresford – alternatives | | | |
| NEW | AL1 | Cockaynes Orchard, South of Cockaynes Lane, Alresford CO7 8BT | Total: 145 |
| NEW | AL2 | Land North of Cockaynes Lane, Alresford CO7 8BT | Total: 70 |
| NEW | AL3 | Land South of St Andrew's Close, Alresford CO7 8BL | Total: 46 |
| NEW | AL4 | Land South of Wivenhoe Road and West of Church Road, Alresford CO7 8AX | Total: 176 |
| NEW | AL5 | Garden Land between Railway and Wivenhoe Road, Alresford CO7 8AQ | Total: 45 |
| NEW | AL6 | Land Adjacent to 2 Wivenhoe Road, Alresford (South of Wivenhoe Road) | Total: 145 |
| Elmstead Market - alternatives | | | |
| NEW | ELM1 | Land North of Meadow Close and West of Holly Way, Elmstead Market CO7 7QR | Total: 58 |
| NEW | ELM3 | Land West of School Road, Elmstead Market CO7 7ET | Total: 65 |
| NEW | ELM4 | Land to East of School Road, Elmstead Market | Total: 10+ |



| Preferred options SA Reference | Draft Publication SA reference | Address | Indicative dwelling yield |
|--------------------------------|--------------------------------|---|---------------------------|
| NEW | ELM5 | Land North and South of Clacton Road, Elmstead Market | Total: 10+ |
| NEW | ELM6 | Land at Blue Barn Farm, Elmstead | Total: 10+ |
| EM1 | ELM7 | Land East of Tye Road, Elmstead Market | Total: 10+ |
| NEW | ELM8 | Land West Church Road, Elmstead Market | Total: 40 |
| NEW | ELM9 | Land West of School Road, Elmstead Market | Total: 10+ |
| EM2 | ELM10 | Land end of Orchard Close, Elmstead Market | Total: 100 |
| NEW | ELM11 | Land to South of A133 Clingoe Hill, East of B1028 Colchester Road, and North of B1027 Brightlingsea Road | Total: 10+ |
| Great Bentley - alternatives | | | |
| GB3 | GB1 | Land at Sturrick's Farm, East of Sturrick's Lane, Great Bentley | Total: 75 |
| GB4 | GB2 | Land Adj of Moors Lane, Great Bentley CO7 8QN | Total: 10+ |
| GB5 | GB3 | Land South of Weeley Road, Great Bentley CO7 8PB | Total: 45 |
| GB6 | GB4 | Station Field, East of Plough Road, Great Bentley CO7 8LG | Total: 150 |
| NEW | GB6 | Land South of Thorrington Road, Great Bentley | Total: 60 |
| NEW | GB7 | Land North of Thorrington Road, Great Bentley | Total: 90 |
| NEW | GB8 | Land West of Plough Road, Great Bentley | Total: 90 |
| GB2 | GB9 | Admirals Farm, Land East of Heckfords Road, Great Bentley | Total: 10+ |
| GB1 | GB10 | Land West of Heckfords Road, Great Bentley | Total: 50 |
| NEW | GB11 | Land to rear of Bold Venture, Station Road, Great Bentley CO7 8LH | Total: 22 |
| NEW | GB12 | Land at St Mary's Road, Aingers Green | Total: 10 |
| NEW | GB13 | Land West of Plough Road, Aingers Green | Total: 10+ |
| Little Clacton - alternatives | | | |
| LC5 | LC2 | Land North-East of Montana Roundabout and site of Former Piggeries, rear of Lindisfarne, 59 London Road, Little Clacton | Total: 35 |



| Preferred options SA Reference | Draft Publication SA reference | Address | Indicative dwelling yield |
|--------------------------------|--------------------------------|--|---------------------------|
| | | CO16 9RB | |
| NEW | LC3 | Land of Springfield Meadows (incl. Greengates Mobile Home Park and land at 28 Weeley Road), Little Clacton CO16 9EW | Total: 25 |
| LC1 | LC4 | Land East of The Street, Little Clacton | Total: 170 |
| NEW | LC5 | The Firs Caravan Park, London Road, Little Clacton CO16 9RN | Total: 35 |
| LC7 | LC6 | Land West of Weeley Road, Little Clacton | Total: 90 |
| NEW | LC7 | Land South West of Weeley Road, Little Clacton | Total: 10+ |
| LC6 | LC8 | Land West of The Street, Little Clacton (Swaine's Farm Business Park) | Total: 98 |
| NEW | LC9 | Land at Bateman Road/Weeley Road, Little Clacton | Total: 60 |
| NEW | LC10 | Land at Progress Way, Little Clacton | Total: 90 |
| LC3 | LC11 | Land West of Grove Road, Little Clacton | Total: 100 |
| NEW | LC12 | Land Holland Road, Little Clacton | Total: 300 |
| LC4 | LC13 | Land at rear of Hayes Garage, 24 The Street, Little Clacton | Total: 10 |
| NEW | LC14 | Land at Ideal Nurseries, Batemans Road, Little Clacton | Total: 10+ |
| NEW | LC15 | Whitegates Tennis Club, Holland Road, Little Clacton CO16 9RS | Total: 10 |
| NEW | LC16 | Land between Talbot Road and Thorrington Road, Little Clacton CO16 9ER | Total: 14 |
| St Osyth - alternatives | | | |
| NEW | SO1 | Land at Folly Farm, South of Rochford Road and rear of properties in Clacton Road and Rochford Road, St Osyth CO16 8PH | Total: 95 |
| NEW | SO2 | Land South of Clacton Road, St Osyth CO16 8PR | Total: 80 |
| NEW | SO3 | Land between Clacton Road and B1027 (Bypass Road), St Osyth CO16 8PU | Total: 15 |
| NEW | SO4 | The Priory Estate, St Osyth CO16 8NY | Total: 190 |
| NEW | SO5 | Land North of B1027/East of Clay Lane, St Osyth (alongside St | Total: 10+ |



| Preferred options SA Reference | Draft Publication SA reference | Address | Indicative dwelling yield |
|--|--------------------------------|--|---------------------------|
| | | Osyth Bypass) | |
| Thorpe-le-Soken - alternatives | | | |
| NEW | TS1 | Land North of Abbey Street, Thorpe-le-Soken CO16 0JH | Total: 40 |
| NEW | TS2 | Land North of New Town Road, Thorpe-le-Soken CO16 0ER | Total: 60 |
| NEW | TS3 | Land off Lonsdale Road, Thorpe-le-Soken | Total: 83 |
| TS2 | TS4 | Land South of Frinton Road, Thorpe-le-Soken | Total: 80 |
| TS3 | TS5 | South of Frinton Road, entrance to Lifehouse Spa complex, Thorpe-le-Soken CO16 0JD | Total: 66 |
| NEW | TS6 | Land at Thorpe Maltings & Former King Edward VII Public House, Station Road, Thorpe-le-Soken | Total: 54 |
| NEW | TS8 | Land at Grange Farm Corner, Station Road, Thorpe-le-Soken | Total: 25 |
| NEW | TS9 | Land at Rose Farm Quarry, Thorpe Park Lane, Thorpe le Soken | Total: 10+ |
| TS1 | TS10 | Land at Landermere Road, Thorpe-le-Soken | Total: 10+ |
| Frating / Great Bromley - alternatives | | | |
| NEW | FGB2 | Area 1: South of Frating | Total: 1,500 |
| NEW | FGB3 | Area 2: East of Frating/Great Bromley | Total: 1,200 |
| NEW | FGB4 | Area 3: West of Frating/Great Bromley | Total: 1,500 |
| NEW | FGB5 | Area 4: South West | Total: 1,500 |
| NEW | FGB6 | Area 6: Ravens Green | Total: 1,200 |
| NEW | FGB8 | Land at Frating, Frating | Total: 50 |
| NEW | FGB9 | Land Adj. Chapel House, Ardleigh Road, Great Bromley | Total: 15 |
| Weeley Alternatives | | | |
| NEW | WE2 | Land between Tendring Park Services and Weeley Bridge, CO16 9AD | Total: 800 |
| NEW | WE3 | South Railway, Gutteridge Hall Lane, Weeley | Total: 1,000 |



| Preferred options SA Reference | Draft Publication SA reference | Address | Indicative dwelling yield |
|--------------------------------|--------------------------------|--|---------------------------|
| NEW | WE4 | Land at Starena Lodge, Off Clacton Road, Weeley | Total: 205 |
| NEW | WE5 | West A133, Weeley | Total: 1,200 |
| NEW | WE6 | West A133, Weeley | Total: 2,000 |
| WE5 | WE7 | Land at Hawk Farm, North of B1033, Weeley CO16 9AG | Total: 370 |
| NEW | WE8 | Land at Saxon Lodge, Colchester Road, Weeley | Total: 34 |
| NEW | WE9 | Land East of Crematorium, Weeley CO16 9JP | Total: 300 |
| NEW | WE11 | Land off St Andrew's Road, Weeley CO16 9HR | Total: 16 |
| NEW | WE12 | Land West of Clacton Road, Weeley | Total: 120 |
| WE6 | WE13 | Homestead Caravan Park, Thorpe Road, Weeley | Total: 30 |
| NEW | WE14 | Land forming part of Ash Farm and Brokhowse, Thorpe Road, Weeley | Total: 280 |
| NEW | WE15 | Land North of Colchester Road and Thorpe Road, Weeley | Total: 300 |
| NEW | WE16 | Brook Farm, Thorpe Road, Weeley | Total: 13 |
| NEW | WE17 | Land Rear of 49 The Street, Weeley | Total: 6 |
| NEW | WE18 | Hillside Garden Centre, Weeley | Total: 45 |
| WE7 | WE19 | Land to rear of Rainbow Nursery, Weeley | Total: 126 |



Table 80: Appraisal of sites – Little Clacton

| SA Objective | Site Reference | | | | | | | | | | | | | | | |
|--|----------------|--------------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|
| | Allocation | Alternatives | | | | | | | | | | | | | | |
| | LC 1 | LC 2 | LC 3 | LC 4 | LC 5 | LC 6 | LC 7 | LC 8 | LC 9 | LC 10 | LC 11 | LC 12 | LC 13 | LC 14 | LC 15 | LC 16 |
| 1) To provide decent and affordable homes for all | | | | | | | | | | | | | | | | |
| - Housing growth | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - Housing types | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| - Housing design / density | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | | | | | | | | | | | |
| - Regeneration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Retail, office and leisure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Greenfield / Brownfield / Landscape | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - Accessibility | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3) Harness the District's economic strengths | | | | | | | | | | | | | | | | |
| - Employment floorspace | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Cultural, Visitor and Tourism | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



| SA Objective | Site Reference | | | | | | | | | | | | | | | |
|---|----------------|--------------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|
| | Allocation | Alternatives | | | | | | | | | | | | | | |
| | LC 1 | LC 2 | LC 3 | LC 4 | LC 5 | LC 6 | LC 7 | LC 8 | LC 9 | LC 10 | LC 11 | LC 12 | LC 13 | LC 14 | LC 15 | LC 16 |
| - Town centres | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - The rural economy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | | | | | | | | | | | |
| - Public transport | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - Port related development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | | | | | | | | | | | |
| - Distance to primary school | ++ | ++ | + | + | + | - | + | + | + | + | + | + | + | + | + | + |
| - Distance to secondary school | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| - Primary school capacity | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - Secondary school capacity | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - Distance to GP | + | + | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| - Open space | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| 6) Protect and enhance natural, historic and environmental assets | | | | | | | | | | | | | | | | |



| SA Objective | Site Reference | | | | | | | | | | | | | | | |
|--|----------------|--------------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|
| | Allocation | Alternatives | | | | | | | | | | | | | | |
| | LC 1 | LC 2 | LC 3 | LC 4 | LC 5 | LC 6 | LC 7 | LC 8 | LC 9 | LC 10 | LC 11 | LC 12 | LC 13 | LC 14 | LC 15 | LC 16 |
| - Historic environment | + | - | ? | - | ? | + | ? | - | ? | ? | ? | ? | ? | ? | ? | ? |
| - Accessible natural green space | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - SSSIs | 0 | 0 | ? | 0 | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| - SPAs, SACs, Ramsar, NNRs, LNRs, LoWSs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Ancient Woodland, Protected Lanes, TPOs | - | - | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| 7) Reduce contributions to climate change | | | | | | | | | | | | | | | | |
| - Renewable energy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - AQMA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Contamination | ? | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | | | | | | | | | | | |
| - Groundwater | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - Fluvial flood risk | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |



| SA Objective | Site Reference | | | | | | | | | | | | | | | |
|----------------------------|----------------|--------------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|
| | Allocation | Alternatives | | | | | | | | | | | | | | |
| | LC 1 | LC 2 | LC 3 | LC 4 | LC 5 | LC 6 | LC 7 | LC 8 | LC 9 | LC 10 | LC 11 | LC 12 | LC 13 | LC 14 | LC 15 | LC 16 |
| - Surface water flood risk | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - Mineral safeguarding | ? | + | ? | + | ? | + | ? | ? | ? | + | ? | ? | + | ? | ? | ? |
| - Waste consultations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Table 81: Appraisal of sites – Alresford

| SA Objective | Site Reference | | | | | |
|--|----------------|------|------|------|------|------|
| | Alternatives | | | | | |
| | ALR1 | ALR2 | ALR3 | ALR4 | ALR5 | ALR6 |
| 1) To provide decent and affordable homes for all | | | | | | |
| - Housing growth | + | + | + | + | + | + |
| - Housing types | ? | ? | ? | ? | ? | ? |
| - Housing design / density | + | + | + | + | + | + |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | |
| - Regeneration | 0 | 0 | 0 | 0 | 0 | 0 |
| - Retail, office and leisure | 0 | 0 | 0 | 0 | 0 | 0 |
| - Greenfield / Brownfield / Landscape | - | - | - | - | - | - |
| - Accessibility | - | - | - | - | - | - |
| 3) Harness the District's economic strengths | | | | | | |
| - Employment floorspace | 0 | 0 | 0 | 0 | 0 | 0 |
| - Cultural, Visitor and Tourism | 0 | 0 | 0 | 0 | 0 | 0 |
| - Town centres | - | - | - | - | - | - |



| SA Objective | Site Reference | | | | | |
|---|----------------|------|------|------|------|------|
| | Alternatives | | | | | |
| | ALR1 | ALR2 | ALR3 | ALR4 | ALR5 | ALR6 |
| - The rural economy | 0 | 0 | 0 | 0 | 0 | 0 |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | |
| - Public transport | ++ | ++ | ++ | ++ | ++ | ++ |
| - Port related development | 0 | 0 | 0 | 0 | 0 | 0 |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | |
| - Distance to primary school | + | + | ++ | ++ | + | + |
| - Distance to secondary school | -- | -- | -- | -- | -- | -- |
| - Primary school capacity | - | - | - | - | - | - |
| - Secondary school capacity | - | - | - | - | - | - |
| - Distance to GP | + | + | ++ | ++ | ++ | ++ |
| - Open space | ++ | ++ | ++ | ++ | ++ | ++ |
| 6) Protect and enhance natural, historic and environmental assets | | | | | | |
| - Historic environment | + | + | + | - | + | + |
| - Accessible natural green space | + | + | + | + | + | + |



| SA Objective | Site Reference | | | | | |
|--|----------------|------|------|------|------|------|
| | Alternatives | | | | | |
| | ALR1 | ALR2 | ALR3 | ALR4 | ALR5 | ALR6 |
| - SSSIs | ? | ? | ? | ? | ? | ? |
| - SPAs, SACs, Ramsar, NNRs, LNRs, LoWSs | 0 | 0 | 0 | 0 | 0 | 0 |
| - Ancient Woodland, Protected Lanes, TPOs | + | + | - | + | + | + |
| 7) Reduce contributions to climate change | | | | | | |
| - Renewable energy | 0 | 0 | 0 | 0 | 0 | 0 |
| - AQMAs | 0 | 0 | 0 | 0 | 0 | 0 |
| -Contamination | 0 | 0 | 0 | 0 | 0 | 0 |
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | |
| - Groundwater | + | + | + | + | + | + |
| - Fluvial flood risk | + | + | + | + | + | + |
| - Surface water flood risk | ++ | ++ | ++ | ++ | ++ | ++ |
| - Mineral safeguarding | 0 | 0 | 0 | 0 | 0 | 0 |
| - Waste consultations | 0 | 0 | 0 | 0 | 0 | 0 |



Table 82: Appraisal of sites – Elmstead Market

| SA Objective | Site Reference | | | | | | | | | |
|--|----------------|------|------|------|------|------|------|------|-------|-------|
| | Alternatives | | | | | | | | | |
| | ELM1 | ELM3 | ELM4 | ELM5 | ELM6 | ELM7 | ELM8 | ELM9 | ELM10 | ELM11 |
| 1) To provide decent and affordable homes for all | | | | | | | | | | |
| - Housing growth | + | + | + | + | + | + | + | + | + | + |
| - Housing types | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| - Housing design / density | + | + | + | + | + | + | + | + | + | + |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | | | | | |
| - Regeneration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Retail, office and leisure | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 |
| - Greenfield / Brownfield / Landscape | - | - | - | -- | -- | - | - | - | - | - |
| - Accessibility | - | - | - | -- | -- | - | - | - | - | - |
| 3) Harness the District's economic strengths | | | | | | | | | | |
| - Employment floorspace | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 |
| - Cultural, Visitor and Tourism | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Town centres | - | - | - | - | -- | -- | - | - | - | - |



| SA Objective | Site Reference | | | | | | | | | |
|---|----------------|------|------|------|------|------|------|------|-------|-------|
| | Alternatives | | | | | | | | | |
| | ELM1 | ELM3 | ELM4 | ELM5 | ELM6 | ELM7 | ELM8 | ELM9 | ELM10 | ELM11 |
| - The rural economy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | | | | | |
| - Public transport | + | + | + | + | + | + | + | + | + | + |
| - Port related development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | | | | | |
| - Distance to primary school | + | + | + | -- | -- | ++ | ++ | + | + | + |
| - Distance to secondary school | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| - Primary school capacity | - | - | - | - | - | - | - | - | - | - |
| - Secondary school capacity | + | + | + | + | + | + | + | + | + | + |
| - Distance to GP | + | ++ | ++ | + | - | + | + | + | ++ | + |
| - Open space | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| 6) Protect and enhance natural, historic and environmental assets | | | | | | | | | | |
| - Historic environment | + | - | + | + | + | + | + | + | + | + |
| - Accessible natural green space | + | + | + | + | + | + | + | + | + | + |



| SA Objective | Site Reference | | | | | | | | | |
|--|----------------|------|------|------|------|------|------|------|-------|-------|
| | Alternatives | | | | | | | | | |
| | ELM1 | ELM3 | ELM4 | ELM5 | ELM6 | ELM7 | ELM8 | ELM9 | ELM10 | ELM11 |
| - SSSIs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - SPAs, SACs, Ramsar, NNRs, LNRs, LoWSs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Ancient Woodland, Protected Lanes, TPOs | + | + | + | + | + | + | + | + | + | + |
| 7) Reduce contributions to climate change | | | | | | | | | | |
| - Renewable energy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - AQMAs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Contamination | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | | | | | |
| - Groundwater | + | + | + | + | + | + | + | + | + | + |
| - Fluvial flood risk | + | + | + | + | + | + | + | + | + | + |
| - Surface water flood risk | + | + | ++ | + | ++ | ++ | ++ | + | ++ | + |
| - Mineral safeguarding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Waste consultation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Table 83: Appraisal of sites – Great Bentley

| SA Objective | Site Reference | | | | | | | | | | | | |
|--|----------------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|
| | Alternatives | | | | | | | | | | | | |
| | GB1 | GB2 | GB3 | GB4 | GB5 | GB6 | GB7 | GB8 | GB9 | GB10 | GB11 | GB12 | GB13 |
| 1) To provide decent and affordable homes for all | | | | | | | | | | | | | |
| - Housing growth | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - Housing types | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| - Housing design / density | + | + | + | + | + | + | + | + | + | + | + | + | + |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | | | | | | | | |
| - Regeneration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Retail, office and leisure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Greenfield / Brownfield / Landscape | - | - | - | - | - | - | - | - | - | - | - | -- | -- |
| - Accessibility | - | - | - | - | - | - | - | - | - | - | - | -- | -- |
| 3) Harness the District's economic strengths | | | | | | | | | | | | | |
| - Employment floorspace | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



| SA Objective | Site Reference | | | | | | | | | | | | |
|---|----------------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|
| | Alternatives | | | | | | | | | | | | |
| | GB1 | GB2 | GB3 | GB4 | GB5 | GB6 | GB7 | GB8 | GB9 | GB10 | GB11 | GB12 | GB13 |
| - Cultural, Visitor and Tourism | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Town centres | - | - | - | - | - | - | - | - | - | - | - | -- | -- |
| - The rural economy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | | | | | | | | |
| - Public transport | ++ | ++ | ++ | ++ | ++ | ++ | + | ++ | ++ | + | ++ | + | + |
| - Port related development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | | | | | | | | |
| - Distance to primary school | + | + | + | ++ | + | ++ | + | ++ | + | + | + | - | - |
| - Distance to secondary school | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| - Primary school capacity | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - Secondary school | - | - | - | - | - | - | - | - | - | ? | - | - | - |



| SA Objective | Site Reference | | | | | | | | | | | | |
|---|----------------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|
| | Alternatives | | | | | | | | | | | | |
| | GB1 | GB2 | GB3 | GB4 | GB5 | GB6 | GB7 | GB8 | GB9 | GB10 | GB11 | GB12 | GB13 |
| capacity | | | | | | | | | | | | | |
| - Distance to GP | ++ | ++ | + | ++ | + | ++ | + | + | + | ++ | + | - | - |
| - Open space | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| 6) Protect and enhance natural, historic and environmental assets | | | | | | | | | | | | | |
| - Historic environment | - | + | + | + | + | + | - | + | + | + | + | + | + |
| - Accessible natural green space | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - SSSIs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ? |
| - SPAs, SACs, Ramsar, NNRs, LNRs, LoWSs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Ancient Woodland, Protected Lanes, TPOs | + | + | + | + | + | + | + | + | + | + | + | + | + |
| 7) Reduce contributions to climate change | | | | | | | | | | | | | |
| - Renewable energy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - AQMAS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



| SA Objective | Site Reference | | | | | | | | | | | | |
|--|----------------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|
| | Alternatives | | | | | | | | | | | | |
| | GB1 | GB2 | GB3 | GB4 | GB5 | GB6 | GB7 | GB8 | GB9 | GB10 | GB11 | GB12 | GB13 |
| -Contamination | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | | | | | | | | |
| - Groundwater | - | -- | - | ? | ? | ? | ? | ? | -- | ? | ? | + | + |
| - Fluvial flood risk | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - Surface water flood risk | ++ | + | ++ | + | ++ | ++ | ++ | ++ | ++ | + | ++ | ++ | ++ |
| - Mineral safeguarding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Waste consultations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Table 84: Appraisal of sites – St Osyth

| SA Objective | Site Reference | | | | | |
|--|----------------|-----|-----|-----|-----|-----|
| | Alternatives | | | | | |
| | SO1 | SO2 | SO3 | SO4 | SO5 | SO6 |
| 1) To provide decent and affordable homes for all | | | | | | |
| - Housing growth | + | + | + | + | + | + |
| - Housing types | ? | ? | ? | ? | ? | ? |
| - Housing design / density | + | + | + | + | + | + |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | |
| - Regeneration | 0 | 0 | 0 | 0 | 0 | 0 |
| - Retail, office and leisure | 0 | 0 | 0 | 0 | 0 | 0 |
| - Greenfield / Brownfield / Landscape | - | - | - | -- | - | - |
| - Accessibility | - | - | - | -- | - | - |
| 3) Harness the District's economic strengths | | | | | | |
| - Employment floorspace | 0 | 0 | 0 | 0 | 0 | 0 |
| - Cultural, Visitor and Tourism | 0 | 0 | 0 | 0 | 0 | 0 |
| - Town centres | - | - | - | -- | - | - |



| SA Objective | Site Reference | | | | | |
|---|----------------|-----|-----|-----|-----|-----|
| | Alternatives | | | | | |
| | SO1 | SO2 | SO3 | SO4 | SO5 | SO6 |
| - The rural economy | 0 | 0 | 0 | 0 | 0 | 0 |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | |
| - Public transport | + | + | + | + | + | + |
| - Port related development | 0 | 0 | 0 | 0 | 0 | 0 |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | |
| - Distance to primary school | + | ++ | + | + | + | + |
| - Distance to secondary school | -- | -- | -- | -- | -- | -- |
| - Primary school capacity | - | - | - | - | - | - |
| - Secondary school capacity | - | - | - | - | - | - |
| - Distance to GP | + | + | + | + | + | + |
| - Open space | ++ | ++ | ++ | ++ | ++ | ++ |
| 6) Protect and enhance natural, historic and environmental assets | | | | | | |
| - Historic environment | + | + | + | + | + | + |
| - Accessible natural green space | + | + | + | + | + | + |



| SA Objective | Site Reference | | | | | |
|--|----------------|-----|-----|-----|-----|-----|
| | Alternatives | | | | | |
| | SO1 | SO2 | SO3 | SO4 | SO5 | SO6 |
| - SSSIs | ? | ? | 0 | ? | ? | ? |
| - SPAs, SACs, Ramsar, NNRs, LNRs, LoWSs | 0 | 0 | 0 | 0 | 0 | 0 |
| - Ancient Woodland, Protected Lanes, TPOs | + | + | - | + | + | + |
| 7) Reduce contributions to climate change | | | | | | |
| - Renewable energy | 0 | 0 | 0 | 0 | 0 | 0 |
| - AQMAs | 0 | 0 | 0 | 0 | 0 | 0 |
| -Contamination | 0 | 0 | 0 | 0 | 0 | 0 |
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | |
| - Groundwater | + | + | + | + | + | + |
| - Fluvial flood risk | + | + | + | + | + | + |
| - Surface water flood risk | ++ | + | ++ | + | ++ | + |
| - Mineral safeguarding | 0 | 0 | 0 | 0 | 0 | 0 |
| - Waste consultations | 0 | 0 | 0 | 0 | 0 | 0 |



Table 85: Appraisal of sites – Thorpe-le-Soken

| SA Objective | Site Reference | | | | | | | | | |
|--|----------------|-----|-----|-----|-----|-----|-----|-----|------|--|
| | Alternatives | | | | | | | | | |
| | TS1 | TS2 | TS3 | TS4 | TS5 | TS6 | TS8 | TS9 | TS10 | |
| 1) To provide decent and affordable homes for all | | | | | | | | | | |
| - Housing growth | + | + | + | + | + | + | + | + | + | |
| - Housing types | ? | ? | ? | ? | ? | ? | ? | ? | ? | |
| - Housing design / density | + | + | + | + | + | + | + | + | + | |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | | | | | |
| - Regeneration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| - Retail, office and leisure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| - Greenfield / Brownfield / Landscape | - | - | - | - | - | -- | -- | -- | - | |
| - Accessibility | - | - | - | - | - | -- | -- | -- | - | |
| 3) Harness the District's economic strengths | | | | | | | | | | |
| - Employment floorspace | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| - Cultural, Visitor and Tourism | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| - Town centres | - | - | - | - | - | -- | -- | -- | - | |



| SA Objective | Site Reference | | | | | | | | |
|---|----------------|-----|-----|-----|-----|-----|-----|-----|------|
| | Alternatives | | | | | | | | |
| | TS1 | TS2 | TS3 | TS4 | TS5 | TS6 | TS8 | TS9 | TS10 |
| - The rural economy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | | | | |
| - Public transport | + | + | + | ++ | + | ++ | ++ | + | + |
| - Port related development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | | | | |
| - Distance to primary school | + | ++ | ++ | + | + | - | + | -- | + |
| - Distance to secondary school | ++ | ++ | ++ | ++ | + | - | - | -- | + |
| - Primary school capacity | - | - | - | - | - | - | - | - | - |
| - Secondary school capacity | - | - | - | - | - | - | - | - | - |
| - Distance to GP | + | ++ | + | + | + | - | + | - | + |
| - Open space | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| 6) Protect and enhance natural, historic and environmental assets | | | | | | | | | |
| - Historic environment | + | + | + | + | + | - | - | + | + |
| - Accessible natural green space | + | + | + | + | + | + | + | + | + |



| SA Objective | Site Reference | | | | | | | | |
|--|----------------|-----|-----|-----|-----|-----|-----|-----|------|
| | Alternatives | | | | | | | | |
| | TS1 | TS2 | TS3 | TS4 | TS5 | TS6 | TS8 | TS9 | TS10 |
| - SSSIs | ? | ? | ? | ? | ? | 0 | 0 | ? | ? |
| - SPAs, SACs, Ramsar, NNRs, LNRs, LoWSs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Ancient Woodland, Protected Lanes, TPOs | + | + | + | + | + | + | + | + | + |
| 7) Reduce contributions to climate change | | | | | | | | | |
| - Renewable energy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - AQMAs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| -Contamination | 0 | 0 | 0 | 0 | 0 | ? | 0 | ? | 0 |
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | | | | |
| - Groundwater | + | + | + | + | + | + | + | + | + |
| - Fluvial flood risk | + | + | + | ++ | + | + | + | + | + |
| - Surface water flood risk | ++ | ++ | + | + | + | ++ | ++ | + | ++ |
| - Mineral safeguarding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Waste consultations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Table 86: Appraisal of sites – Frating / Great Bromley

| SA Objective | Site Reference | | | | | | |
|--|----------------|------|------|------|------|------|------|
| | Alternatives | | | | | | |
| | FGB2 | FGB3 | FGB4 | FGB5 | FGB6 | FGB8 | FGB9 |
| 1) To provide decent and affordable homes for all | | | | | | | |
| - Housing growth | + | + | + | + | + | + | + |
| - Housing types | ? | ? | ? | ? | ? | ? | ? |
| - Housing design / density | + | + | + | + | + | + | + |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | | |
| - Regeneration | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Retail, office and leisure | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Greenfield / Brownfield / Landscape | - | -- | -- | - | - | - | -- |
| - Accessibility | - | - | - | - | - | - | -- |
| 3) Harness the District's economic strengths | | | | | | | |
| - Employment floorspace | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Cultural, Visitor and Tourism | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Town centres | - | - | - | - | - | - | -- |



| SA Objective | Site Reference | | | | | | |
|---|----------------|------|------|------|------|------|------|
| | Alternatives | | | | | | |
| | FGB2 | FGB3 | FGB4 | FGB5 | FGB6 | FGB8 | FGB9 |
| - The rural economy | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | | |
| - Public transport | + | + | + | + | + | + | + |
| - Port related development | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | | |
| - Distance to primary school | -- | -- | -- | -- | -- | -- | -- |
| - Distance to secondary school | -- | -- | -- | -- | -- | -- | -- |
| - Primary school capacity | - | - | - | - | - | - | - |
| - Secondary school capacity | - | - | - | - | - | - | + |
| - Distance to GP | -- | -- | -- | -- | -- | -- | -- |
| - Open space | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| 6) Protect and enhance natural, historic and environmental assets | | | | | | | |
| - Historic environment | - | + | - | - | + | + | + |
| - Accessible natural green space | + | + | + | + | + | + | + |



| SA Objective | Site Reference | | | | | | |
|--|----------------|------|------|------|------|------|------|
| | Alternatives | | | | | | |
| | FGB2 | FGB3 | FGB4 | FGB5 | FGB6 | FGB8 | FGB9 |
| - SSSIs | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - SPAs, SACs, Ramsar, NNRs, LNRs, LoWSs | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Ancient Woodland, Protected Lanes, TPOs | + | + | + | + | + | + | + |
| 7) Reduce contributions to climate change | | | | | | | |
| - Renewable energy | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - AQMAs | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Contamination | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | | |
| - Groundwater | ? | ? | + | + | + | + | + |
| - Fluvial flood risk | + | + | + | + | + | + | + |
| - Surface water flood risk | ? | ? | ? | ? | ? | ? | ++ |
| - Mineral safeguarding | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Waste consultations | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Table 87: Appraisal of sites – Weeley

| SA Objective | Site Reference | | | | | | | | | | | | | | | | | | |
|--|----------------|----------|--------------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | Allocation | | Alternatives | | | | | | | | | | | | | | | | |
| | WE 1 | WE 10 | WE 2 | WE 3 | WE 4 | WE 5 | WE 6 | WE 7 | WE 8 | WE 9 | WE 11 | WE 12 | WE 13 | WE 14 | WE 15 | WE 16 | WE 17 | WE 18 | WE 19 |
| 1) To provide decent and affordable homes for all | | | | | | | | | | | | | | | | | | | |
| - Housing growth | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - Housing types | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? | ? |
| - Housing design / density | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | | | | | | | | | | | | | | |
| - Regeneration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Retail, office and leisure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 |
| - Greenfield / Brownfield / Landscape | ++ | -- | - | - | - | -- | -- | - | - | - | - | - | + | - | - | + | - | + | - |
| - Accessibility | - | - | - | - | - | -- | -- | - | - | - | - | - | - | - | - | - | - | - | - |
| 3) Harness the District's economic strengths | | | | | | | | | | | | | | | | | | | |
| - Employment floorspace | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |



| SA Objective | Site Reference | | | | | | | | | | | | | | | | | | |
|---|----------------|----------|--------------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | Allocation | | Alternatives | | | | | | | | | | | | | | | | |
| | WE 1 | WE 10 | WE 2 | WE 3 | WE 4 | WE 5 | WE 6 | WE 7 | WE 8 | WE 9 | WE 11 | WE 12 | WE 13 | WE 14 | WE 15 | WE 16 | WE 17 | WE 18 | WE 19 |
| - Cultural, Visitor and Tourism | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -- | 0 | 0 | 0 | 0 | 0 | 0 |
| - Town centres | - | -- | - | - | - | -- | -- | - | - | - | - | - | - | - | - | - | - | - | - |
| - The rural economy | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | | | | | | | | | | | | | | |
| - Public transport | ++ | ++ | ++ | + | ++ | + | + | + | + | + | ++ | ++ | + | ++ | + | + | ++ | ++ | ++ |
| - Port related development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | | | | | | | | | | | | | | |
| - Distance to primary school | ++ | ++ | ++ | + | ++ | - | - | - | + | + | + | ++ | + | ++ | - | + | + | + | + |
| - Distance to secondary school | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| - Primary school capacity | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



| SA Objective | Site Reference | | | | | | | | | | | | | | | | | | |
|---|----------------|----------|--------------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | Allocation | | Alternatives | | | | | | | | | | | | | | | | |
| | WE 1 | WE 10 | WE 2 | WE 3 | WE 4 | WE 5 | WE 6 | WE 7 | WE 8 | WE 9 | WE 11 | WE 12 | WE 13 | WE 14 | WE 15 | WE 16 | WE 17 | WE 18 | WE 19 |
| - Secondary school capacity | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - Distance to GP | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| - Open space | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| 6) Protect and enhance natural, historic and environmental assets | | | | | | | | | | | | | | | | | | | |
| - Historic environment | + | ? | + | + | + | + | + | + | + | + | + | + | + | - | + | + | + | + | + |
| - Accessible natural green space | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - SSSIs | 0 | 0 | 0 | 0 | ? | 0 | 0 | ? | 0 | 0 | 0 | ? | 0 | ? | 0 | 0 | 0 | 0 | 0 |
| - SPAs, SACs, Ramsar, NNRs, LNRs, LoWSs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Ancient Woodland, Protected Lanes, TPOs | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| 7) Reduce contributions to climate change | | | | | | | | | | | | | | | | | | | |
| - Renewable energy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



| SA Objective | Site Reference | | | | | | | | | | | | | | | | | | |
|--|----------------|----------|--------------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | Allocation | | Alternatives | | | | | | | | | | | | | | | | |
| | WE 1 | WE 10 | WE 2 | WE 3 | WE 4 | WE 5 | WE 6 | WE 7 | WE 8 | WE 9 | WE 11 | WE 12 | WE 13 | WE 14 | WE 15 | WE 16 | WE 17 | WE 18 | WE 19 |
| - AQMAs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Contamination | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | | | | | | | | | | | | | | |
| - Groundwater | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - Fluvial flood risk | + | ? | + | + | ? | + | + | + | + | + | + | + | + | + | + | + | + | + | + |
| - Surface water flood risk | ++ | ++ | ? | ? | - | ? | ? | ? | ? | ++ | ++ | + | ++ | ++ | ? | ++ | ++ | ++ | ++ |
| - Mineral safeguarding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Waste consultations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Employment Allocations

The sites in the following table were put forward for allocation in the Plan Area through the District Council's on-going call-for-sites process and included where they can be deemed reasonable alternatives within the Council's ELR 2015 and SHELAA 2017. The subsequent appraisal of these areas forms the rest of the section.

Table 88: Employment Allocations

| Preferred options SA Reference | Draft Publication SA reference | Address | Allocation size |
|---------------------------------|--------------------------------|--|---------------------------|
| Preferred Site Allocations | | | |
| EMP1 | SAE4 | Mercedes Site, Bathside Bay- | 7.4ha |
| EMP2 | SAE7 | Stanton Europark | 2.4ha |
| EMP3 | SAE3 | Lanswood Park | 1.2ha |
| EMP4 | SAE5 | Development at Mistley Port | Safeguarding existing use |
| EMP5 | SAE6 | Development at Mistley Marine | Safeguarding existing use |
| EMP6 | SAE1 | Carless Extension, Harwich | 4.5ha |
| EMP7 | SAE2 | Land south of Long Road, Mistley | 2ha |
| Non-Preferred Site Alternatives | | | |
| NEW | EMP8 | Clacton Factory Outlet, Stephenson Road West, Clacton | 6.93ha |
| EMP11 | EMP9 | Old Gas Work Site, Old Road, Clacton | 1.12ha |
| NEW | EMP10 | Land to the West of Haltermann Carless Refinery, Parkeston | 15ha |
| NEW | EMP11 | Land East Old Ipswich Road, Ardleigh | 2ha |
| NEW | EMP12 | Land at 2 Shakespeare Cottages, Turnpike Close, Ardleigh | 0.9ha |



Table 89: Appraisal of Employment Site Options

| SA Objective | Site Reference and Size | | | | | | | | | | | |
|--|-------------------------|------|------|------|------|------|------|--------------|------|-------|-------|-------|
| | Allocations | | | | | | | Alternatives | | | | |
| | SAE4 | SAE7 | SAE3 | SAE5 | SAE6 | SAE1 | SAE2 | EMP8 | EMP9 | EMP10 | EMP11 | EMP12 |
| 1) To provide decent and affordable homes for all | | | | | | | | | | | | |
| - Housing growth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Housing types | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Housing design / density | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2) To ensure that development is located sustainably and makes efficient use of land | | | | | | | | | | | | |
| - Regeneration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Retail, office and leisure | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| - Greenfield / Brownfield / Landscape | + | - | + | ++ | ++ | + | - | ++ | ++ | - | -- | -- |
| - Accessibility | ++ | + | -- | + | + | - | - | - | ++ | - | - | -- |
| 3) Harness the District's economic strengths | | | | | | | | | | | | |
| - Employment floorspace | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| - Cultural, Visitor and Tourism | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Town centres | ++ | + | -- | + | + | - | - | - | ++ | - | - | -- |



| SA Objective | Site Reference and Size | | | | | | | | | | | |
|---|-------------------------|------|------|------|------|------|------|--------------|------|-------|-------|-------|
| | Allocations | | | | | | | Alternatives | | | | |
| | SAE4 | SAE7 | SAE3 | SAE5 | SAE6 | SAE1 | SAE2 | EMP8 | EMP9 | EMP10 | EMP11 | EMP12 |
| - The rural economy | 0 | 0 | ++ | ++ | ++ | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4) Minimise transport growth whilst capturing the economic benefits of international gateways | | | | | | | | | | | | |
| - Public transport | ++ | + | 0 | 0 | 0 | 0 | 0 | + | ++ | + | + | + |
| - Port related development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5) To build stronger more resilient sustainable communities with better education and social outcomes | | | | | | | | | | | | |
| - Distance to primary school | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Distance to secondary school | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Primary school capacity | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Secondary school capacity | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Distance to GP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Open space | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ |
| 6) Protect and enhance natural, historic and environmental assets | | | | | | | | | | | | |
| - Historic environment | + | + | + | - | - | + | + | + | + | + | + | + |
| - Accessible natural green space | + | + | + | + | + | + | + | + | + | + | + | + |



| SA Objective | Site Reference and Size | | | | | | | | | | | |
|--|-------------------------|------|------|------|------|------|------|--------------|------|-------|-------|-------|
| | Allocations | | | | | | | Alternatives | | | | |
| | SAE4 | SAE7 | SAE3 | SAE5 | SAE6 | SAE1 | SAE2 | EMP8 | EMP9 | EMP10 | EMP11 | EMP12 |
| - SSSIs | ? | ? | + | ? | ? | ? | ? | ? | ? | - | + | + |
| - SPAs, SACs, Ramsar, NNRs, LNRs, LoWSs | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | -- | + | + |
| - Ancient Woodland, Protected Lanes, TPOs | + | + | + | + | + | + | + | + | + | + | + | + |
| 7) Reduce contributions to climate change | | | | | | | | | | | | |
| - Renewable energy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - AQMAs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Contamination | ? | ? | ? | ? | ? | ? | 0 | ? | 0 | ? | 0 | 0 |
| 8) To conserve and enhance natural resources and reduce climate change impacts | | | | | | | | | | | | |
| - Groundwater | + | + | + | -- | -- | + | + | + | + | + | + | + |
| - Fluvial flood risk | ? | ++ | ++ | + | + | -- | ++ | + | - | ? | + | + |
| - Surface water flood risk | + | + | ++ | ++ | ++ | + | + | ++ | + | ++ | ++ | ++ |
| - Mineral safeguarding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| - Waste consultations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |





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June 2017



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Tendring District Council Local Plan Section Two: Draft Publication (Regulation 19)

Sustainability Appraisal (SA): Non-Technical Summary - June 2017







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Glossary of Acronyms

| | |
|-------|--|
| AA | Appropriate Assessment |
| ALC | Agricultural Land Classification |
| AONB | Area of Outstanding Natural Beauty |
| AQMA | Air Quality Management Area |
| BDC | Braintree District Council |
| CA | Conservation Area |
| CAUSE | Campaign Against Urban Sprawl in Essex |
| CBC | Colchester Borough Council |
| CCC | Chelmsford City Council |
| CO2 | Carbon Dioxide |
| DCLG | Department for Communities and Local Government |
| DECC | Department of Energy and Climate Change |
| DEFRA | Department for Environment, Food and Rural Affairs |
| DfT | Department for Transport |
| DPD | Development Plan Document |
| EA | Environment Agency |
| EC | European Commission |
| ECC | Essex County Council |
| EEFM | East of England Forecasting Model |
| EHHER | Essex Historic Environment Record |
| EU | European Union |
| GC | Garden Community |
| GCP | Garden City Principle |
| GTAA | Gypsy & Traveller Accommodation Assessment |
| Ha | Hectare |
| HE | Historic England |
| HMA | Housing Market Area |
| HRA | Habitats Regulations Assessment |
| I&O | Issues and Options |
| IWMP | Integrated Water Management Plan |
| JNCC | Joint Nature Conservation Committee |
| KS4 | Key Stage 4 |
| LB | Listed Building |
| LCA | Landscape Character Assessment |
| LEP | Local Enterprise Partnership |



| | |
|---------|--|
| LPA | Local Planning Authority |
| LNP | Local Nature Partnership |
| MSA | Minerals Safeguarding Area |
| NE | Natural England |
| NEGC | North Essex Garden Communities |
| NHS | National Health Service |
| NPPF | National Planning Policy Framework |
| NVQ | National Vocational Qualification |
| OAN | Objectively Assessed Need |
| ONS | Office of National Statistics |
| PDL | Previously Developed Land |
| PO | Preferred Options |
| PPG | Planning Practice Guidance |
| PRoW | Public Right of Way |
| SA | Sustainability Appraisal |
| SAC | Special Area of Conservation |
| SEA | Strategic Environmental Assessment |
| SELEP | South East Local Enterprise Partnership |
| SFRA | Strategic Flood Risk Assessment |
| SHLAA | Strategic Housing Land Availability Assessment |
| SHELA | Strategic Housing and Employment Land Availability |
| SLAA | Strategic Land Availability Assessment |
| SHMA | Strategic Housing Market Assessment |
| SM | Scheduled Monument |
| SNPP | Sub National Population Projections |
| SO | Sustainability Objective |
| SPA | Special Protection Area |
| SPD | Supplementary Planning Document |
| SPG | Supplementary Planning Guidance |
| Sqm | Square Metre |
| SSSI | Site of Specific Scientific Interest |
| STW/WRC | Sewage Treatment Works / Water Recycling Centres |
| SuDS | Sustainable Drainage System |
| TCPA | Town and Country Planning Association |
| TDC | Tendring District Council |
| UK | United Kingdom |
| WCS | Water Cycle Study |
| WPA | Waste Planning Authority |

1. Introduction

1.1 Background

Tendring District Council commissioned Place Services of Essex County Council to undertake an independent Sustainability Appraisal (SA) on the Tendring Local Plan.

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

1.2 The Local Plan

The Tendring Local Plan (referred to hereafter as the Plan) responds to a national requirement that Local Planning Authorities (LPAs) must set planning policies in a local authority area. Local plans must be positively prepared, justified, effective and consistent with national policy in accordance with section 20 of the Planning and Compulsory Purchase Act 2004 (as amended) and the National Planning Policy Framework. The Local Plan contains:

- The Council's vision, objectives and the spatial strategy for the future development of the district.
- Strategic Policies – policies which provide the overarching framework for planning decisions within the district
- Site Allocations – covering detailed aspects of site delivery
- Development Management Policies – detailed policies against which planning applications will be considered.
- Gypsy and Traveller site allocations policies – specific policies covering the sites needed to deliver the required pitches and include e.g. access, design principles, landscaping.
- Policies Map and Key Diagram - The policies map will show all the policies and proposals and identify areas of protection on an Ordnance Survey base. The key diagram will illustrate the proposals.

In line with the National Planning Policy Framework, the Local Plan should be clear in setting out the strategic priorities for the area and the policies that address these, and which also provide the strategic framework within which any neighbourhood plans may be prepared to shape development at the community level.

The Local Plan forms part of a suite of planning documents relevant to the area, including county-wide and more local Plans such as:

- ECC Minerals Local Plan (2014);
- ECC Waste Local Plan (emerging);
- ECC Development Management Policies (2011); and
- Neighbourhood Plans

Other relevant plans and programmes are identified in Annex of the SA. Annex A also includes the description of other environmental protection objectives which are relevant to Section One including Council Directive 79/409/EEC on the conservation of wild birds (a) and the Habitats Directive.



2. Sustainability Appraisal / Strategic Environmental Assessment

2.1 The Requirement for Sustainability Appraisal

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

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

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

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

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

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

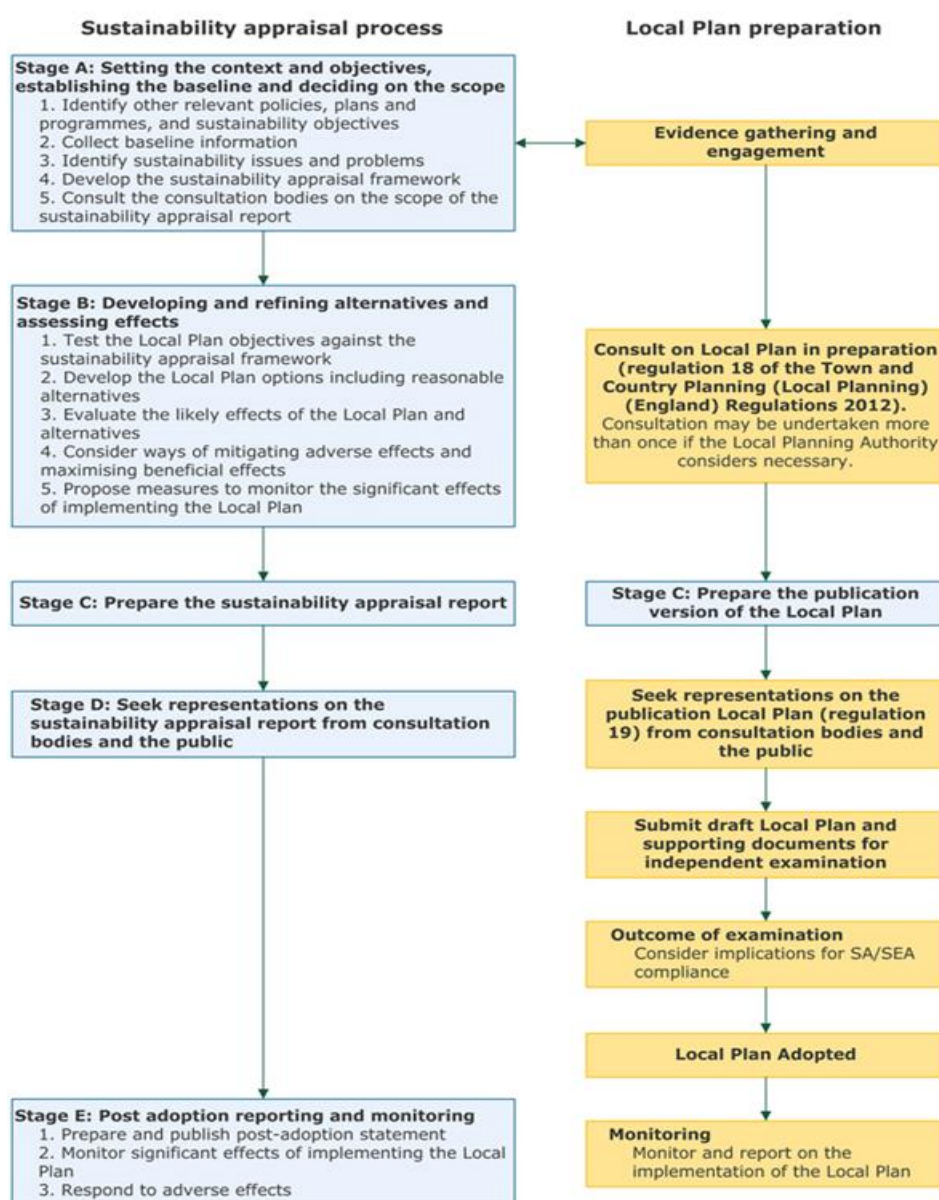
This includes Local Plans. The aim of the SEA is to identify potentially significant environmental effects created as a result of the implementation of the plan or programme on issues such as *‘biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors’* as specified in Annex 1(f) of the Directive. SA examines the effects of proposed plans and programmes in a wider context, taking into account economic, social and environmental considerations in order to promote sustainable development. It is mandatory for Local Plans to undergo a Sustainability Appraisal in accordance with the Planning and Compulsory Purchase Act 2004 as amended by the Planning Act 2008, and in accordance with paragraph 165 of the NPPF.

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

2.2 The Sustainability Appraisal Process

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

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



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



2.3 The Aim and Structure of this Non-Technical Summary

This Non-Technical Summary responds to Stage C in the SA process above; including those requirements of Stage B: assessing strategic options including reasonable alternatives, evaluating the likely effects of the strategic options and alternatives, and considering ways of mitigating adverse effects and maximising beneficial effects.

The production of a Sustainability Appraisal (Environmental) Report is a statutory requirement at this stage, and this SA Report has been produced to accompany the Draft Publication Local Plan consultation for Tendring District Council.

Following the finalisation of this Report, Stage D in the above SA process requires consultation. There are three statutory consultees or 'environmental authorities' that are required to be consulted for all Sustainability Appraisal and Strategic Environmental Assessment documents. These are:

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

In addition to these, consultation will seek to engage the wider community in order to encompass comprehensive public engagement. Tendring District Council may additionally wish to invite comments from focussed groups, relevant stakeholders and interested parties. The detailed arrangements for consultation are to be determined by Tendring District Council.

The environmental authorities and public are to be given 'an early and effective opportunity' within appropriate timeframes to express their opinion. This includes the specific notification of the consultation documents and timeframes to those persons or bodies on the 'consultation databases' of the LPA. This reflects those persons or bodies who have commented on the SA in previous consultation stages.

3. Sustainability Context and Objectives

4.4 Environmental Characteristics and Objectives

The following table outlines the stages which led to the formulation of the Sustainability Objectives for the Local Plan, which were based on key sustainability issues and considerations for the whole Strategic Area. The state of the environment in absence of the Section One is derived from the Baseline Information addressed in Annex B accompanying this report and the wider benefits that can be expected of growth over a large strategic area.

Table 1: Key Sustainability Issues and Problems and the state of the environment in the absence of the Local Plan Section Two

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in the absence of the Local Plan Section Two | Sustainability Objective (SO) |
|-------------------------------------|---|--|--|
| Social integration | Some of the highest increases in populations county-wide are forecast to be in Tendring District and there is a need to integrate new communities with existing ones. | Social integration is an important issue to ensure through Local Planning policies and sensitive and appropriate housing allocations within the District. A plan-led system is able to ensure proportionate growth is allocated to the most sustainable areas, or with a focus on regeneration, rather than being led by market forces alone as can be expected in the absence of a Local Plan | 1.To provide decent and affordable homes for all |
| Quality of life | Tendring has the highest level of deprivation for a local authority within Greater Essex. | | |
| Population growth | The area’s population has been projected to increase (ONS, 2014) to 2021. Some of the highest increases in populations county-wide are forecast to be in Tendring District. | As indicated by need, market forces alone cannot be expected to deliver all types of housing need in the District. The exploration of relevant policy, Spatial Strategy and strategic housing options across the District enables growth that reflects need and ensures the delivery of such housing. | |
| The need for specific housing types | There is an identified need for more starter homes and housing for older people. | | |
| Affordable | In 2014/15, 3.8% of the net | | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in the absence of the Local Plan Section Two | Sustainability Objective (SO) |
|------------------------------------|---|--|---|
| housing | dwelling completions, which accounts for 10 dwellings, were affordable within Tendring; this data indicates that affordable housing is an issue. | | |
| Ageing population | Tendring has a high population of people aged over 65. This age group is also predicted to increase over the Local Plan period. | | |
| Gypsy and Traveller requirements | Tendring has seen no increase in Gypsy and Traveller provisions since January 2014. | | |
| Agricultural land and soil quality | There are significant areas of Grade 1 agricultural land within Tendring. | A strategic approach to growth in the District has the ability to protect such areas through exploring options outside Grade 1 agricultural land. Without such plan-led approach, Tendring District Council could see planning applications come forward on such land and be under pressure to permit such development proposals in order to meet OAN requirements and demonstrate a 5 year housing land supply. | 2.To ensure that development is located sustainably and makes efficient use of land |
| Preserving mineral deposits | The area has extensive deposits of sand and gravel. The sand and gravel resources in Essex are significant in national, sub-national and local terms - Essex is one of the largest producers in the UK; most geographically extensive | The consideration of land within Minerals Safeguarding Areas (MSAs) is best done at the plan level. Without a plan-led approach regarding the allocation of land to meet development needs, development proposals are likely to come forward without such regard. | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in the absence of the Local Plan Section Two | Sustainability Objective (SO) |
|----------------------------|---|---|---|
| | and significantly mixed within the centre and north of Essex – namely the districts of Uttlesford, Braintree, Chelmsford, Colchester and Tendring. | | |
| Rural transport | The Plan Area is largely rural in nature and rural public transport services and interconnectivity is poor. | A plan-led approach to allocating sites for development enables rural transport issues to be taken fully into account and improved where possible through enhancements to such infrastructure. In the absence of the plan, it is possible that isolated and individual proposals would come forward in rural areas with no scope for such improvements and policy considerations. | |
| Jobs | A total of 68.6% of the working population in Tendring District are in employment which is lower than sub-national and national employment levels. The proportion of Tendring District's working population who are economically active but unemployed is 5.4% which is above sub-national and national unemployment figures. | The link between homes and jobs is a key tenet of sustainability, as is ensuring progressive growth in employment opportunities across a range of sectors and in sustainable locations. This is best addressed at the plan level, and cannot be ensured through a reliance on suitable proposals coming forward. Without a plan-led approach it can be expected that out commuting will continue and the location of new housing and employment opportunities would remain disparate. | 3.Harness the District's economic strengths |
| Rural employment | Tendring District is predominantly rural in nature; however the majority of businesses are located in an urban location. | | |
| Commuting | The District registers | | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in the absence of the Local Plan Section Two | Sustainability Objective (SO) |
|----------------------------------|--|--|--|
| patterns | significant proportions of residents travelling outside to other local authority areas to find employment. | | |
| Employment sectors | Significant elements of the District's employment are in the tourism and agricultural sectors. | | |
| Car ownership | Tendring is above the regional and national averages for households owning 1 or more cars. | Car ownership can be expected to increase without the development of solutions that deliver truly sustainable options at a strategic level and that ensure a range of employment opportunities and services are accessible by sustainable means. | 4.Minimise transport growth whilst capturing the economic benefits of international gateways |
| Congestion Air quality | Congestion is common on specific sections of the Council-managed network. | | |
| Congestion and interconnectivity | There are network efficiency issues on a number of strategic inter-urban routes which are operating at or near to capacity. The Government-managed A12 has recognised issues with poor reliability and delays. | | |
| Rural transport | The Plan Area is largely rural in nature, and rural public transport services and interconnectivity is poor. | | |
| Social integration | Some of the highest increases in populations county-wide are forecast to be in Tendring District and there is a need to integrate new communities with existing ones. | The absence of a strategic approach within the District is likely to lead to the allocation of development that can be considered comparatively more piecemeal and not directed in order to stimulate wider infrastructure benefits, and ancillary development | 5.To build stronger more resilient sustainable communities with better education and social outcomes |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in the absence of the Local Plan Section Two | Sustainability Objective (SO) |
|--|--|--|--|
| Quality of life | Tendring has the highest level of deprivation for a local authority within Greater Essex. | requirements, that can be of wider benefit to new and existing communities. | |
| Healthcare services | Health services in the Plan Area are either underprovided or otherwise oversubscribed. Life expectancy of residents within Tendring District is lower than the regional and national averages with men living for an average of 78.7 years and women on average living 82.0 years. | In exploring options for strategic level growth, the opportunity to integrate adequate health service and recreation provision into developments, or can otherwise ensure that accessibility to healthcare facilities is improved. In the absence of this approach, it is likely that current trends will continue and negative implications be exacerbated. | |
| Participation in sport and obesity | Participation in sport has seen a reduction in Tendring. In addition, obesity in Tendring is more prevalent than the region and the nation. | | |
| Educational achievement | Tendring on average has low proportions of students achieving KS4 results across all measures. This trend extends to adult qualifications. | The consideration of school capacities is best addressed through a plan-led approach that explores the cumulative impacts of sites within school catchments. In the absence of a Local Plan it is likely that individual proposals would be permitted on their own merits and lead to cumulative capacity issues. | |
| School capacity | School capacities are forecast to be in deficit, when adjusted for new housing requirements | | |
| International and European wildlife designations | In the Plan Area there are a number of Ramsar sites which include parts of the Colne estuary and coastal | The exploration of strategic growth in a plan led system at an early stage enables the results and recommendations of HRA and AA to be factored into plan making at the | 6.Protect and enhance natural, historic and environmental assets |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in the absence of the Local Plan Section Two | Sustainability Objective (SO) |
|--|---|--|-------------------------------|
| | areas. There is also one 1 SAC in the area: a large coastal area known as Essex Estuaries | strategic level. Without looking at the cumulative impacts of development, it is likely that individual proposals are permitted that in unison would have significant negative effects on International and European wildlife designations. | |
| National and local wildlife designations | There are 15 SSSIs, Local Wildlife Sites and Local nature Reserves in the Plan Area. | The exploration of strategic growth in a plan led system at an early stage, enables the green infrastructure of the strategic area to be interconnected and enhanced through a joined-up approach to proposals and associated economies of scale that could otherwise not be expected. | |
| Heritage assets at risk | According to the Heritage at Risk Register (2016), there are 15 assets listed as being at risk in Tendring. This consists of 7 Scheduled Monuments, 4 Listed Buildings and 4 Conservation Areas. | A plan-led approach over the wider strategic area ensures that housing and employment needs can be met in more suitable areas regarding the protection of the historic environment; in the absence of this approach district wide needs would be met more independently and development pressures could lead to the allocation of less suitable land or urban concentration / expansion at higher densities which could impact on Conservation Areas and historic cores. | |
| Conservation Areas | There are 22 Conservation Areas within the Plan Area. | | |
| AONB pressures | There is one AONB, Dedham Vale, which lies on the border of Suffolk and Essex in Colchester and Tendring covering an area of 90 sq km. It has been designated such because it is an exceptional example of a lowland river valley and plans are being explored to | A plan-led approach to growth has the ability to preserve and enhance designations through exploring options outside of such areas. Without such an approach, development pressures could exist regarding the Dedham Vale AONB which affect its integrity or its future enhancement. | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in the absence of the Local Plan Section Two | Sustainability Objective (SO) |
|-------------------------------|--|--|---|
| | extend this designation westward. | | |
| Renewable energy use | Tendring District consumes more energy from non-renewable sources as a percentage of their consumption compared to the East of England as a whole | Solutions to address this issue can be considered to be viable only through a plan-led at the strategic level that can incorporate and stimulate the provision for renewable energy and energy efficiency aspirations through economies of scale. | 7.Reduce contributions to climate change |
| Water scarcity and management | Water management is challenging given the combination of high development growth and it being one of the driest counties in England. In respect of water quantity a significant portion of the resource is considered to be 'water stressed'; the resource availability status of rivers and aquifers show that they are generally over abstracted; and not self-sufficient in relation to local sources of water supply and needs to import substantial quantities of water to satisfy existing demand. | A plan-led approach enables water management issues to be addressed over the entire district in response to development allocations in unison. This enables service providers to consult on the Plan and determine whether capacity improvements are required. In the absence of a plan-led approach it is likely that development could be permitted on their own merits that contribute to water scarcity and management issues. | 8.To conserve and enhance natural resources and reduce climate change impacts |
| Fluvial flood risk | Although flooding cannot be completely prevented, its impacts can be avoided and reduced through effective planning and land management. The National Planning Policy Framework seeks to avoid inappropriate development in areas at risk of flooding, but where | A plan-led approach over the plan area ensures that housing and employment needs can be met in areas that are less susceptible to flooding; in the absence of this approach district wide needs would be met more independently and development pressures could lead to the allocation of less suitable land or urban concentration / expansion at | |

| Local Plans and Programmes | Description / Supporting Evidence | State of environment in the absence of the Local Plan Section Two | Sustainability Objective (SO) |
|----------------------------|--|---|-------------------------------|
| | development is necessary, to ensure that it is safe and does not increase flood risk elsewhere. | higher densities which would exacerbate surface water flood risk. | |
| Surface water flood risk | Surface water flood risk is relatively high with all main settlements assessed being ranked in the top 1,000 settlements most susceptible to surface water flooding. | | |
| Coastal flood risk | Significant levels of flood risk have been identified along the Essex coast and inland along river stretches. | | |

4. The Approach to Assessing the Local Plan

The SA is required to assess the environmental, social and economic impacts of the Local Plan.

The assessment was undertaken by exploring the sustainability implications of the Plan in so far as it will meet the objectives highlighted in the previous table. These Objectives are expanded on in the form of a 'sustainability framework' which sets additional criteria against which to appraise the Plan.

Table 2: The Sustainability Framework

| Sustainability Objective | Assessment Criteria | Indicator | SEA Themes |
|---|---|--|--|
| 1.To provide decent and affordable homes for all | - Will it provide the homes needed to support the existing and growing population? | The number of net additional dwellings | Material Assets |
| | - Will it provide more affordable homes across the District? | Affordable housing completions | |
| | - Will it deliver a mix of housing types to meet the diverse needs of the District? | % of residential completions that are two or three bedroom | |
| | - Will it deliver well designed housing? | Achieving minimum space standards for all housing types | |
| 2.To ensure that development is located sustainably and makes efficient use of land | - Will it promote regeneration? | Losses of industrial land in key business and regeneration areas Amount of completed retail, office and leisure development delivered | Material Assets Climatic Factors Landscape |
| | - Will it reduce the need for development on greenfield land? | % of new and converted dwellings on previously developed land | |
| | - Will it provide good accessibility by a range of modes of transport? | % of new development within 30 minutes of community facilities | |

| Sustainability Objective | Assessment Criteria | Indicator | SEA Themes |
|--|--|---|---|
| | - Will densities make efficient use of land? | Amount of development > 30 dwellings per hectare | |
| 3.Harness the District's economic strengths | - Will it improve the delivery of a range of employment opportunities to support the growing population? | Amount of floorspace developed for employment | Material Assets Population Cultural Heritage |
| | - Will it contribute to the Cultural, Visitor and Tourism sector? | Money the sector brings to the local economy % of jobs related to this sector | |
| | - Will it enhance the vitality and viability of town centres? | Total amount of floorspace generated for town centre uses | |
| | - Will it sustain the rural economy? | Location of new residential and employment development | |
| 4.Minimise transport growth whilst capturing the economic benefits of international gateways | - Will it reduce the need to travel? | % of new dwellings within 30 minutes public transport time of local services | Population Climatic Factors Air Human Health |
| | - Will sustainable modes of transport increase? | % of journeys to work by private car % of journeys to work by public transport, walking and cycling | |
| | - Will it promote development of the ports? | Number of applications permitted for non-port related development within the port designated areas | |
| 5.To build stronger more resilient sustainable communities with better education and social | - Will it provide access to education, recreation and community facilities? | Provision of social infrastructure and services on allocated sites Contributions received towards community facilities | Population Human Health Landscape |
| | - Will it ensure healthier lifestyles and access to | GP waiting times and capacities Walking / cycling modes of transport | |

| Sustainability Objective | Assessment Criteria | Indicator | SEA Themes |
|--|--|--|--|
| outcomes | healthcare facilities? | uptake New healthcare facility provision through growth Health related statistics | |
| | - Will existing open spaces be protected and new open space be created? | Open space provision ha/1000 population Contributions received towards open space provision | |
| | - Will levels of educational attainment improve? | % of total working age population educated to Level4 and above % of total working age population with no qualifications | |
| | - Will it reduce actual crime and the fear of crime? | Number of offences per 100,000 population | |
| 6.Protect and enhance natural, historic and environmental assets | - Will heritage assets and sites of potential archaeological importance be protected or enhanced? | Number of listed buildings, scheduled Monuments and Registered Parks and Gardens at risk (and removed from risk register through repair / adaptive reuse) Archaeological evaluation undertaken prior to development | Cultural Heritage Landscape Biodiversity Geodiversity Flora, Fauna |
| | - Will Conservation Areas be protected or enhanced? | Number of Conservation Areas (and number and extent at risk) | |
| | - Does it provide areas of accessible green space to allow the dispersal of species? | Provision of suitable accessible natural greenspace identified through appropriate assessments | |
| | - Will it protect or enhance designated areas of the countryside (including landscape) and coastal | Amount of development affecting designated areas Number of SSSIs in favourable | |

| Sustainability Objective | Assessment Criteria | Indicator | SEA Themes |
|---|---|---|--|
| | environment? | condition Applications with landscape conditions. | |
| | - Will it protect Greenfield and high quality agricultural land? | % of new and converted dwellings on previously developed land | |
| 7.Reduce contributions to climate change | - Will it reduce greenhouse gas emissions? | % reduction in Carbon Dioxide emissions | Climatic Factors Human Health Soil Air Water |
| | - Will sustainable design and construction techniques be employed? | % of new dwellings built to at least level 3 of the Code for Sustainable Homes | |
| | - Will it lead to an increased proportion of energy needs being met from renewable resources? | Renewable energy capacity installed by type | |
| | - Will it reduce pollution? | Number of Air Quality Management areas Number of Blue Flags and Quality Coast Awards Number of potentially contaminated sites | |
| 8.To conserve and enhance natural resources and reduce climate change impacts | - Will water quality be maintained or improved? | Percentage length of estuary quality classed as Good | Human Health Water Soil Waste Biodiversity |
| | - Will it reduce the risk of flooding? | Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality | |
| | - Does it minimise waste and increase rates of reuse and recycling? | % of household waste recycled | |

| Sustainability Objective | Assessment Criteria | Indicator | SEA Themes |
|--------------------------|--|---------------------------------|------------|
| | - Will it deliver SuDS and improve drainage? | Number of SuDS schemes approved | |

Where the content of the Plan has been appraised against the Sustainability Objectives, the basis for making judgements within this report is identified within the following key:

| Possible impact | Basis for judgement |
|-----------------|---|
| ++ | Strong prospect of there being significant positive impacts |
| + | Strong prospect of there being minor positive impacts |
| ? | Possibility of either positive or negative impacts, or general uncertainty |
| 0 | No impact |
| N/A | The sustainability objective is not applicable to the scope or context of the appraised content |
| - | Strong prospect of there being minor negative impacts and mitigation would be possible |
| -- | Strong prospect of there being significant negative impacts with mitigation unlikely to be possible (pending further investigation) |

5. The Appraisal of the Tendring District Council Local Plan Section Two

7.1 Whole Plan Sustainability

This Section summarises the impacts raised in the assessment of each element of the Plan. The table below shows the impacts highlighted in this Report and the Section One SA, with the corresponding sub-sections summarising the impacts on a thematic 'sustainability objective' basis.

Table 3: The Effects of the Plan

| Policy | Sustainability Objectives (SO) | | | | | | | |
|---|--------------------------------|----|----|----|----|----|---|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Sustainable Places Policies | ++ | ++ | ++ | ++ | ++ | ++ | + | + |
| Healthy Places Policies | 0 | 0 | 0 | 0 | ++ | + | 0 | 0 |
| Living Places Policies | ++ | ++ | 0 | + | ++ | 0 | 0 | 0 |
| Prosperous Places Policies | 0 | ++ | ++ | ++ | ++ | + | 0 | 0 |
| Protected Places Policies | 0 | + | + | 0 | 0 | ++ | 0 | ++ |
| Connected Places Policies | 0 | ++ | ++ | ++ | 0 | 0 | + | 0 |
| Delivering Places Policies | ++ | ++ | ++ | ++ | ++ | + | 0 | 0 |
| Site Allocations (including the Garden Community) | ++ | ++ | ++ | + | + | ? | ? | ? |

7.1.1 Sustainability Objective 1: To provide decent and affordable homes for all

Significantly Positive Impacts

The Plan's Living Places Policies can be seen to have **significant positive impacts** on both housing delivery, including housing of a range of types and tenures to meet identified needs, and development that represents an efficient use of land by way of accessibility and ensuring suitable densities.

Housing growth is focused on the District's main settlements in Section Two, in accordance with the Spatial Strategies of both Sections One and Two. This focuses growth proportionately to the settlements within the settlement hierarchy with the highest existing populations, offering **significant positive benefits** in these areas particularly regarding affordable housing delivery.



7.1.2 Sustainability Objective 2: To ensure that development is located sustainably and makes efficient use of land

Significantly Positive Impacts

The Plan's policies seek to effectively deliver housing in line with the Settlement Hierarchy; primarily to Strategic Urban Settlements, Smaller Urban Settlements and Rural Service Centres. These locations have existing services, jobs and public transport infrastructure.

The Plan's preference for a number of Strategic Mixed Use developments in line with the above, particularly within the Clacton area, enables growth to develop in line with the social and economic sustainability objectives to deliver a suitable mix of types and tenures in sustainable locations. In the long term, the development of the Garden Community will ensure similar aspirations elsewhere in the District.

The Garden Community at Tending / Colchester Borders (assessed in Section One) will have **significantly positive impacts** associated with the provision of new infrastructure in line with the scale proposed. These impacts are strengthened in further consideration of such infrastructure provision in the broad location within the District, which can serve the existing and wider rural communities in an accessible location. Section Two of the Plan focuses on the allocation of a number of Strategic Mixed Use and Housing sites in few locations commensurate to the Settlement Hierarchy. This gives rise to a number of positive impacts in regard to the sustainable use of land.

The majority of the Plan's housing allocations across the Plan area can be seen to have **significantly positive impacts** regarding the re-use of previously developed land in accessible locations and in close proximity to the service centre. This approach is preferable in sustainability terms to the allocation of a larger number of smaller sites on a more piecemeal basis. This not only represents a sustainable and efficient use of land but also ensures positive impacts on the quality of the townscape and landscape, particularly in accordance with the Plan's site specific policies that ensure masterplanning, and also the specific thematic policy content relevant to design and amenity.

7.1.3 Sustainability Objective 3: Harness the District's economic strengths

Significantly Positive Impacts

- The Plan's Prosperous Places Policies will have **significant positive cumulative impacts** on the economy and employment growth across a range of sectors as per the general focus of such policies. In addition there will also be a cumulative strengthening of ensuring that development makes an efficient use of land by being focused sustainably and assimilated in areas that will support the regeneration of identified areas.
- There will also be **significant positive cumulative impacts** on minimising the need to travel and the general locational requirements of the policies and allocations for different types of employment development suitable for different parts of the District. As a result of this, the policies and allocations within the Prosperous Places Policies will ensure that development is located in reflection of and in response to skills within the District, notably those of urban and rural areas.
- The Plan's allocated Garden Community (Section One) and Strategic Mixed Use development allocations will ensure **positive effects** regarding access to a range of employment opportunities in commuting distance. This ensures that homes are supported by employment opportunities, a key tenet of social and economic sustainability.



- The Plan's strategic mixed use and employment allocations cumulatively ensure that a range of new employment opportunities will be forthcoming throughout the Plan area, across a range of sectors. The Plan also seeks to safeguard port related development.
- The main focus of growth in Strategic Urban Settlements, Smaller Urban Settlements and the Rural Service Centre of Weeley can be expected to have **significant positive impacts** on the vitality and viability of the Plan's town centres, with the aspiration that increased growth will stimulate improvements and investment.

7.1.4 Sustainability Objective 4: Minimise transport growth whilst capturing the economic benefits of international gateways

Positive Impacts

- **Positive impacts** will be realised regarding aspirations to minimise transport growth through the general focus of the Plan's housing allocations to existing towns and the locational criteria for future housing proposals.
- The Connected Places Policies will have **significant positive cumulative impacts** on the primary aspirations of the Policies: that being ensuring accessibility and public transport opportunities and uptake are maximised from new development, and also ensuring economic and business growth in the District. These impacts will then have a synergistic positive impact on reducing transport emissions.
- Through the Garden Community (Section One) and the Section Two strategic allocations, there is a focus on dispersing growth to those areas with existing strategic transport links (A-roads, B-roads and rail links) in the plan area.
- In addition, **positive impacts** are likely to occur regarding sustainable transport uptake; however it should be acknowledged that there are uncertain cumulative impacts on the transport infrastructure around Clacton and Weeley may require further investigation through masterplanning of the SAMU allocations, particularly regarding the A133 / Colchester Road as the main strategic road into and out of Clacton. Similar uncertain impacts are considered relevant to highlight case surrounding the cumulative impact of the Plan's allocations in Dovercourt.

7.1.5 Sustainability Objective 5: To build stronger more resilient sustainable communities with better education and social outcomes

Positive Impacts

- The Plan's Section Two Strategic Policies, Vision and Objectives will ensure **significant positive cumulative impacts** on social and economic criteria, largely related to ensuring housing and employment needs are met whilst simultaneously ensuring that new development is located in sustainable locations with wider benefits for new and existing communities through new infrastructure delivery.
- There will be **significant positive individual and cumulative impacts** regarding social infrastructure provision arising from the Garden Community (Section One) and Strategic Mixed Use development allocations, which will deliver secondary and primary education facilities respectively as well as ensuring the availability of land for healthcare facilities.



- The preferred sites within the Frinton, Walton, Kirby-le-Soken and Kirby Cross area are likely to have cumulative negative impacts on primary school capacity however additionally the cumulative numbers of Local Plan allocations and existing permissions are likely to ensure that the threshold for the expansion of primary capacity can be met. This is also the case for the allocations within the Mistley / Manningtree area in accumulation with existing permissions. Despite this, the Plan's policy content seeks contributions in each instance of significant new development, and generally, to seek to address these impacts. For this reason, **uncertain impacts** are highlighted overall existing regarding school capacities.

7.1.6 Sustainability Objective 6: Protect and enhance natural, historic and environmental assets

Positive / Negative Impacts

- The high level elements of the Plan suitably aim that natural, historic and environmental assets are protected and enhanced.
- The findings of the Appropriate Assessment (AA) (2017), regarding recreational pressures associated with the increase in growth across the wider North Essex Authorities area concludes that 'providing that the North Essex Authorities continue to collaborate and prepare the necessary Recreation Avoidance and Mitigation Strategies (RAMS) ... in close consultation with Natural England, and the RAMS are ready for implementation prior to adoption of the Section 1 and Section 2 Local Plans, the Strategic Section 1 Local Plans is not predicted to result in adverse effects on the integrity of the Stour and Orwell Estuaries SPA/Ramsar, Hamford Water SPA/Ramsar, Essex Estuaries SAC, Colne Estuary SPA/Ramsar, or Blackwater Estuary SPA/Ramsar, either alone or in-combination with other plans and projects as a result of recreation.' This includes the whole Tending District Local Plan
- There can also be expected to be additional **positive impacts** on the enhancement of biodiversity through multi-purpose Green Infrastructure provision in accumulation with quality standards for Natural and Semi-Natural Greenspace, Green Corridors and general park and garden amenity space. Although there are likely to be pressures between human use and biodiversity interest on individual sites, there can still be expected to be positive outcomes for biodiversity cumulatively through the integration of a multitude of recreation and non-recreation based open space provision throughout the Plan area.
- It is possible that the scale of growth within Clacton could affect the Conservation Area, representing as it does the town's historic core and focus for town centre services, although **uncertain impacts** are raised at this time in advance of any newly commissioned Conservation Area Management Plans in addition to updates to the existing Conservation Area Character Appraisals.
- It is inevitable, giving the amount of agricultural land within the District that there would be losses associated with growth that requires the development of Greenfield land, and this will lead to **negative impacts**. Nevertheless, it is not considered that this loss is significant at the locations allocated, especially in light of the reasonable alternatives considered.
- Regarding landscape, the SAMU allocation at Rouses Farm has been assessed as having a **negative impact** on landscape due to coalescence with Jaywick; however the relevant SAMU policy will require effective landscape mitigation on site from any forthcoming application. Historic assets are largely protected through policy and the supporting text of the Plan, and there are not considered to be any cumulative impacts on any one asset as a result of the Plan's allocations.



7.1.7 Sustainability Objective 7: Reduce contributions to climate change

Positive / Negative Impacts

- The Plan's Protected Places Policies will ensure significant positive impacts on their primary aim: to protect and enhance natural, historic and environmental assets. This in turn will also see cumulative **positive impacts** on the conservation and enhancement of natural resources and the reduction of climate change impacts.
- In reflection of the cumulative concerns associated with transport in Clacton, there can be expected to be some level of deterioration in air quality associated with development at the cumulative scale proposed surrounding the A133 / Colchester Road resulting in **uncertain impacts**. Despite this, the majority of development is not directly located on this road and any forthcoming masterplanning can ensure that such impacts are suitably mitigated. It should additionally be acknowledged that the SAMU allocations around Clacton are within peripheral locations that benefit from access to strategic roads, or otherwise link roads are proposed

7.1.8 Sustainability Objective 8: To conserve and enhance natural resources and reduce climate change impacts

Positive / Negative Impacts

- Regarding water quality (SO11), the Appropriate Assessment concludes the following, 'the measures provided in the Section 2 Local Plan will (also) provide sufficient certainty that the overall strategic growth proposed in North Essex as part of the Section 1 for Local Plans will not result in significant adverse effects on the Stour and Orwell Estuaries SPA/Ramsar, Colne Estuary SPA/Ramsar, or Essex Estuaries SAC as a result of changes in water quality.'
- It has been assessed that there will be no cumulative impacts regarding flood risk associated with the Plan's allocations, in line with findings of the Sequential Testing of sites forming part of the Plan's evidence base. In addition, policy exists to ensure that SuDS be integrated into new schemes.
- Regarding sewerage capacity, the Plan states that, 'major new developments may require upgrades to existing sewage treatment works, known as Water Recycling Centres, which may be funded by Anglian Water. Such works will need to be planned and funded through Anglian Water's 5-year business plans and approved by the regulator (OFWAT).' Policy PPL5 states that, 'proposals for development must demonstrate that adequate provision exists, or can be made available, for sewage disposal to a public sewer and water recycling centre (sewage treatment works).' In response to this, **uncertain impacts** must be highlighted for the Plan's site allocations individually (in regard to those strategic allocations) and cumulatively.

6.9 The Impacts of the Plan's Allocations including the Tendring Colchester Borders Garden Community

This section explores the secondary, cumulative and synergistic impacts of the Plan's Site Allocations. It explores:

- The Tendring / Colchester Borders Garden Community;
- The Plan's Strategic Mixed Use, Housing and Employment allocations; and
- The plan's non-strategic (medium sized) site allocations.

The sites have been looked at per Sustainability Objective topic. In addition, impacts per broad area are also identified within the commentary. The definitive list of the Plan's Site Allocations is included within the following table, with commentary amounting to the reasons for their selection in light of reasonable alternatives (See Appendix 2 of the main report for the detailed site appraisals).

Table 4: The Plan's Site Allocations, including the reasons for their selection in light of reasonable alternatives

| Preferred Site | Use and Yield |
|--|---|
| Tendring Colchester Borders Garden Community | |
| Tendring Colchester Borders Garden Community | 7,000-9,000 dwellings in total, with 2,500 in the Plan period to 2033 |
| Reason for Selection: See Section One SA. | |
| Allocated Strategic Mixed Use, Housing and Employment Allocations | |
| Policy SAMU1 – Development at Edme Maltings, Mistley | 150 homes, 0.13 ha employment land |
| Reason for Selection: The selection of this site for mixed use development responds to the redevelopment of brownfield land that will become vacant in the plan period. The site is within close proximity to the rail station and the future of such a sustainable site in this regard is best ensured through a plan led approach which can ensure additional policy criteria to ensure the most sustainable outcomes. The development of site can also offer key enhancements to the Conservation Area that might otherwise not be forthcoming without specific appropriate site policy criteria. | |
| Policy SAMU2 – Development at Hartley Gardens, Clacton | 800-1,000 homes within plan period (up to an additional 700 beyond), 7ha employment |
| Reason for Selection: The site forms a sustainable extension of Clacton, with the ability to meet infrastructure thresholds for new education and healthcare provision. The allocation supports the Spatial Strategies of both Sections One and Two of the Plan in focusing proportionate growth to existing settlements in order to meet OAN requirements and supporting employment opportunities, and is suitable in response to the lack of available brownfield land within Clacton and the wider plan area. | |
| Policy SAMU3 – Development at Oakwood Park, Clacton | 500 homes, non-employment uses |
| Reason for Selection: The site forms a sustainable extension of Clacton, with the ability to meet infrastructure thresholds for new education and healthcare provision. The allocation supports the Spatial Strategies of both Sections One and Two of the Plan in focusing proportionate growth to existing settlements in order to meet OAN requirements and supporting employment opportunities, and is suitable | |



| Preferred Site | Use and Yield |
|---|---|
| in response to the lack of available brownfield land within Clacton and the wider plan area. | |
| Policy SAMU4 – Development at Rouses Farm, Jaywick Lane, Clacton | 850 homes, non-employment uses |
| Reason for Selection: The site forms a sustainable extension of Clacton, with the ability to meet infrastructure thresholds for new education and healthcare provision. The allocation supports the Spatial Strategies of both Sections One and Two of the Plan in focusing proportionate growth to existing settlements in order to meet OAN requirements and supporting employment opportunities, and is suitable in response to the lack of available brownfield land within Clacton and the wider plan area. | |
| Policy SAMU5 – Development South of Thorpe Road, Weeley | 280 homes, 1.0ha employment |
| Reason for Selection: Weeley is a broadly sustainable location, with both strategic road and rail links in a central district location with ease of access to the main town of Clacton. Located within a rural service centre, the allocation makes a meaningful contribution toward addressing local housing and associated development needs, supports the village economy and assists with the overall housing growth proposed for the District. | |
| Policy SAH1 – Development at Greenfield Farm, Dovercourt | 164 homes |
| Reason for Selection: Harwich and Dovercourt represents a Strategic Urban Settlement within the District, and a primary focus of growth in regard to the Spatial Strategies of both Sections One and Two of the Local Plan. The site has good access to the B1352, is in close proximity to services and represents a logical extension to the built up area. | |
| Policy SAH2 – Development at Low Road, Dovercourt | 300 homes |
| Reason for Selection: Harwich and Dovercourt represents a Strategic Urban Settlement within the District, and a primary focus of growth in regard to the Spatial Strategies of both Sections One and Two of the Local Plan. The site has good access to the B1414, is in close proximity to services and represents a logical extension to the built up area. | |
| Policy SAH3 – Development at Robinson Road, Brightlingsea | 115 homes |
| Reason for Selection: Brightlingsea represents a Smaller Urban Settlement within the District, and a focus of growth in regard to the Spatial Strategies of both Sections One and Two of the Local Plan and the settlement hierarchy (Policy SP1). The principle of growth established, the site represents a proportional sized development within the area, and preferable in this regard to the larger strategic sites proposed (alternative sites BR4, BR5, BR6 and BR7 in this SA – see Appendix 2), or a combination of smaller piecemeal developments within the settlement. | |
| Policy SAE1 – Carless Extension, Harwich | 4.5ha employment (extension to existing refinery) |
| Reason for Selection: The proposal as allocated within the Plan represents a modest expansion of the existing refinery. The expansion of an existing employment site ensures that the principle of development for such uses, and supporting infrastructure are largely established. The proposed site represents a logical extension in terms of the built form of the area. | |
| Policy SAE2 – Land South of Long Road, Mistley | 2.0ha employment (B1, B2, B8) |
| Reason for Selection: This employment site development is expected to be delivered within this Plan period and is envisaged to include warehousing, distribution yard and office development to accommodate an industrial use. The site benefits from planning permission to | |

| Preferred Site | Use and Yield |
|--|---------------------------------------|
| include financial and professional services, restaurants and cafes, non-residential institutions and business space (A2, A3, D1 and B1). | |
| Policy SAE3 – Lanswood Park, Elmstead Market | 1.2ha (non-specific employment uses) |
| Reason for Selection: Lanswood Park is an existing high quality, semi-rural commercial development situated to the south of the A133 between Elmstead Market and Frating, five miles west of Colchester. Phases 1 and 2 form a business centre offering commercial and office floorspace which has attracted a wide range of occupiers. The third phase has been completed and let. Phases four and five remain to be developed. Given the on-going success of employment development at this site, it is proposed to extend the existing extent of employment land by way of a further allocation. | |
| Policy SAE4 – Mercedes Site, Bathside Bay | 7.4ha (port related development) |
| Reason for Selection: Planning permission has already been granted for open air storage and distribution, an office, welfare facilities in the form of porta cabins and the installation of perimeter and lighting towers on the site. The Mercedes site is included within the larger boundary of the proposed Bathside Bay development. The wider Bathside Bay project has secured planning permission which is subject to a condition that development must be commenced before 2021 (10/0202/FUL). It is considered that the Mercedes site will aid the enabling of this permission by providing a site for the relocation of an existing small boat quay, as well as further facilities. | |
| Policy SAE5 – Development at Mistley Port | Safeguarded port related development |
| Reason for Selection: Mistley Quay is currently occupied by Mistley Port, a commercial port handling a range of cargoes, including the transshipment of bulk malts. These operations provide a source of local employment within the warehousing and distribution sectors. The industrial character of the quayside is an important part of the character of the wider Manningtree and Mistley Conservation Area and contributes to Mistley's unique sense of place. As such, the Council is safeguarding this land for port-related development only. The port has the potential to achieve modest growth to meet future demands by developing value-added processing and dredging the channel adjacent to Mistley Quay to allow larger shipping. | |
| Policy SAE6 – Development at Mistley Marine | Safeguarded marine related employment |
| Reason for Selection: Mistley Quay is currently occupied by Mistley Port, a commercial port handling a range of cargoes, including the transshipment of bulk malts. These operations provide a source of local employment within the warehousing and distribution sectors. The industrial character of the quayside is an important part of the character of the wider Manningtree and Mistley Conservation Area and contributes to Mistley's unique sense of place. As such, the Council is safeguarding this land for port-related development only. The port has the potential to achieve modest growth to meet future demands by developing value-added processing and dredging the channel adjacent to Mistley Quay to allow larger shipping. | |
| Policy SAE7 – Stanton Europark | 2-4ha (B2/B8, A1, D2) |
| Reason for Selection: Stanton Europark is a brownfield site in single ownership located near to Harwich Port. The site already benefits from an outline planning permission granted in March 2012 for 1.6 hectares of employment uses. Development has already taken place on either side of the proposed site access road. Development at Stanton Europark has the ability to provide higher value retail and leisure development. | |
| Other Allocations in Clacton | |
| Former Tendring 100 Waterworks Site, Clacton-on-Sea, CO16 8AW | Total: 90 |



| Preferred Site | Use and Yield |
|--|---------------|
| Reason for Selection: The site responds to the allocation of brownfield land for development within the District's main settlement / town. | |
| 522-524 St. John's Road, Clacton-on-Sea, CO16 8DY. | Total: 43 |
| Reason for Selection: The allocation responds to the redevelopment of a number of existing dwellings for wider housing gains (brownfield land) within the District's main settlement / town. | |
| Orchard Works, r/o London Road, Clacton-on-Sea, Essex CO15 3SY. | Total: 20 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within the District's main settlement / town. | |
| Land off Cotswold Road, Clacton-on-Sea | Total: 12 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within the District's main settlement / town. | |
| Station Gateway Development, Clacton-on-Sea | Total: 60 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within the District's main settlement / town in an accessible location for public transport links. | |
| Other Allocations in Harwich and Dovercourt | |
| Harwich & Parkeston Football Club, Main Road, Harwich | Total: 89 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within a Strategic Urban Settlement in an accessible location for a range of existing services. | |
| Part of Mayflower Primary School, Main Road, Harwich | Total: 15 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within a Strategic Urban Settlement in an accessible location for a range of existing services. | |
| Other Allocations in Walton | |
| Southcliffe Trailer Park, Woodberry Way, Walton-on-Naze | Total: 15 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within a Smaller Urban Settlement in an accessible location for a range of existing services. | |
| Land at the Farm, Kirby Road, Walton-on-Naze CO14 8QS | Total: 47 |
| Reason for Selection: The site represents a modest development and logical extension of the settlement. The represents the most suitable greenfield proposal for development at this scale, and is preferable to the allocation of a larger amount of smaller piecemeal options. | |
| Station Yard and Former Avon Works, Walton-on-Naze | Total: 40 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within a Smaller Urban Settlement in an | |



| Preferred Site | Use and Yield |
|--|---------------|
| accessible location for a range of existing services. | |
| Old Town Hall Site, Mill Lane, Walton-on-Naze | Total: 15 |
| Reason for Selection: The allocation responds to the allocation of brownfield land for development within a Smaller Urban Settlement in an accessible location for a range of existing services. | |
| Other Allocations in Manningtree / Mistley | |
| Land south of Pound Corner | Total: 25 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within a Smaller Urban Settlement in an accessible location. | |
| Other Allocations in Rural Service Centres | |
| Land at Montana Roundabout, Little Clacton | Total: 35 |
| Reason for Selection: The site responds to a modest amount of growth proportionate to Little Clacton, and is the most sustainable option considered in the area regarding access to services. | |
| Land at Weeley Council Offices | Total: 24 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within a Rural District Centre in an accessible location for a range of existing services. | |

6.9.1 Sustainability Objective 1: To provide decent and affordable homes for all

The Plan's allocations can be seen to be suitably distributed throughout the plan area, in accordance with Policy LP1: Housing Supply and the Spatial Strategies of both Sections One and Two of the Plan, to deliver housing needs to both existing and also future communities. Housing growth is focused on the District's main settlements in Section Two, with the highest existing populations, offering significant positive benefits in these areas particularly regarding affordable housing delivery. The Plan's preference for a number of Strategic Mixed Use developments, particularly within the Clacton area, enables growth to develop in line with the social and economic sustainability objectives to deliver a suitable mix of types and tenures in sustainable locations. In the long term, the development of the Garden Community will ensure similar aspirations elsewhere in the District without putting pressure on existing communities in regard to integration and social inclusion.

Significant positive impacts

6.9.2 Sustainability Objective 2: To ensure that development is located sustainably and makes efficient use of land

The Garden Community at Tending / Colchester Borders (assessed in Section One) will have significantly positive impacts associated with the provision of new infrastructure in line with the scale proposed. These impacts are strengthened in further consideration of such infrastructure provision in

Significant positive



the broad location within the District, which can serve the existing and wider rural communities in an accessible location. Section Two of the Plan focuses on the allocation of a number of Strategic Mixed Use and Housing sites in few locations commensurate to the Settlement Hierarchy. This gives rise to a number of positive impacts in regard to the sustainable use of land; particularly where policies exist that ensure the availability of land for educational and healthcare facilities. Specifically in Clacton the allocation of three such sites for strategic development will significant positive impacts in regard to infrastructure provision, and employment provision in Clacton, an identified regeneration area. The majority of the Plan's housing allocations across the Plan area can be seen to have positive impacts regarding the re-use of previously developed land in accessible locations and in close proximity to the service centre. This approach is preferable in sustainability terms to the allocation of a larger number of smaller sites on a more piecemeal basis. This not only represents a sustainable and efficient use of land but also ensures positive impacts on the quality of the townscape and landscape, particularly in accordance with the Plan's site specific policies that ensure masterplanning, and also the specific thematic policy content relevant to design and amenity.

impacts

6.9.3 Sustainability Objective 3: Harness the District's economic strengths

The Plan's allocated Garden Community (Section One) and Strategic Mixed Use development allocations will ensure positive effects regarding access to a range of employment opportunities in commuting distance. This ensures that homes are supported by employment opportunities, a key tenet of social and economic sustainability. The Plan's strategic employment allocations cumulatively ensure that a range of new employment opportunities will be forthcoming throughout the Plan area, within a range of sectors. These policies also seek to safeguard port related employment, where possible and relevant to / in accordance with the presumption of sustainable development. The main focus of growth in Strategic Urban Settlements, Smaller Urban Settlements and Rural Service Centres can be expected to have significant positive impacts on the vitality and viability of the Plan's town centres, with the aspiration that increased growth will stimulate improvements and investment. These positive impacts, particularly in the Clacton area are significant.

Significant positive impacts

6.9.4 Sustainability Objective 4: Minimise transport growth whilst capturing the economic benefits of international gateways

Through the Garden Community (Section One) and the Section Two strategic allocations, there is a focus on dispersing growth to those areas with existing strategic transport links (both A-roads, B-roads and rail links) in the plan area. Positive transport impacts have been assessed in response to direct or nearby access to strategic roads in the District and minor positive impacts have been assessed as relevant for those Preferred Options that have direct access to the District's B-Roads. In addition, positive impacts are likely to occur regarding sustainable transport uptake; however it should be acknowledged that the cumulative impact on the transport infrastructure around Clacton and Weeley may require further investigation through masterplanning of the SAMU allocations, particularly regarding the A133 / Colchester Road as the main strategic road into and out of Clacton.

Positive impacts



This is also considered the case surrounding the Plan's allocations in Dovercourt.

6.9.5 Sustainability Objective 5: To build stronger more resilient sustainable communities with better education and social outcomes

There will be significant positive individual and cumulative impacts regarding social infrastructure provision arising from the Garden Community (Section One) and Strategic Mixed Use development allocations, which will deliver secondary and primary education facilities respectively as well as ensuring the availability of land for healthcare facilities. This responds to the level of provision that can be expected from each allocation's dwelling yield and policy requirements; ensuring that thresholds are met for new school provision. regarding wider infrastructure, these allocations (and related policies) ensure significant improvements in green infrastructure, open space provision and supporting new healthcare provision subject to verification and further discussions with the NHS. In line with this, the delivery of the SAMUs can ensure the significant long-term improvement in infrastructure to support the plan's non-strategic site allocations which cumulatively could be expected to give rise to issues surrounding existing infrastructure capacities; this is in response to the majority of non-strategic allocations which can all be expected to create individual and cumulative primary school capacity issues. The preferred sites within the Frinton, Walton, Kirby-le-Soken and Kirby Cross area are likely to have cumulative negative impacts on primary school capacity however additionally the cumulative numbers of Local Plan allocations and existing permissions are likely to ensure that the threshold for the expansion of primary capacity can be met. This is also the case for the allocations within the Mistley / Manningtree area in accumulation with existing permissions. Overall however, minor positive impacts are highlighted for the Plan's allocations.

**Positive
impacts**

6.9.6 Sustainability Objective 6: Protect and enhance natural, historic and environmental assets

It is possible that the scale of growth within Clacton could affect the Conservation Area, representing as it does the town's historic core and focus for town centre services. It is also in close proximity to rail links and other transport interchanges. Despite this, Clacton is an identified regeneration area and inward investment in the town and the resultant improvements to the vitality and viability of the centre can contribute to ensuring that the Conservation Area is enhanced. The scale and location of growth at both the strategic and non-strategic within the Plan area and wider North Essex Authorities area is likely to create some degree of cumulative pressure on international designations associated with coastal and estuarine locations within Tendring. The findings of the Appropriate Assessment (AA) (2017), regarding recreational pressures associated with the increase in growth across the wider North Essex Authorities area concludes that 'providing that the North Essex Authorities continue to collaborate and prepare the necessary Recreation Avoidance and Mitigation Strategies (RAMS) ... in close consultation with Natural England, and the RAMS are ready for implementation prior to adoption of the Section 1 and Section 2 Local Plans, the Strategic Section 1 Local Plans is not predicted to result in adverse effects on the integrity of the Stour and Orwell Estuaries SPA/Ramsar, Hamford Water SPA/Ramsar, Essex Estuaries SAC, Colne Estuary SPA/Ramsar, or Blackwater Estuary SPA/Ramsar, either alone or in-combination with other plans and projects as a

**Uncertain
impacts**



result of recreation.' This includes the whole Tending District Local Plan. In the current absence of a RAMS, uncertain impacts are highlighted for the Plan area. It is inevitable, giving the amount of agricultural land within the District that there would be losses associated with growth that requires the development of Greenfield land. Nevertheless, it is not considered that this loss is significant at the locations allocated, especially in light of the reasonable alternatives considered. The Plan seeks to allocate brownfield sites within the first instance, with losses of agricultural land only associated with strategic allocations. The Strategic sites are predominantly within Grade 3 ALC (good-moderate), with the exception of Rouses Farm which is in Grade 2 ALC (very good). It should be noted that significant areas of Grade 1 (Excellent) and 2 ALC exist within the District, and with that in mind, the allocations represent an avoidance of the best and most versatile land through the majority of the allocations. Regarding landscape, the SAMU allocation at Rouses Farm has been assessed as having a negative impact on landscape, due to potential coalescence with Jaywick however mitigation is sought within the relevant SAMU policy. Historic assets are largely protected through policy and the supporting text of the Plan, and there are not considered to be any cumulative impacts on any one asset as a result of the Plan's allocations.

6.9.7 Sustainability Objective 7: Reduce contributions to climate change

In reflection of the cumulative concerns associated with transport in Clacton, there can be expected to be some level of deterioration in air quality associated with development at the cumulative scale proposed surrounding the A133 / Colchester Road. Despite this, the majority of development is not directly located on this road and any forthcoming masterplanning can ensure that such impacts are suitably mitigated. It should additionally be acknowledged that the SAMU allocations around Clacton are within peripheral locations that benefit from access to strategic roads, or otherwise link roads are proposed, and this alleviates any possible air quality deterioration within the town centre, due both to the town centre effectively being bypassed for movements in and out of Clacton and also in line with short trips being in walking / cycling distance and utilising existing public transport links.

**Uncertain
impacts**

6.9.8 Sustainability Objective 8: To conserve and enhance natural resources and reduce climate change impacts

It has been assessed that there will be no cumulative impacts regarding flood risk associated with the Plan's allocations, in line with findings of the Sequential Testing of sites forming part of the Plan's evidence base. In addition, policy exists to ensure that SuDS be integrated into new schemes, which can have secondary positive impacts on biodiversity. Despite this, a number of the strategic allocations have some element of flood risk on site. The Oakland and Rouses Farm SAMUs have no significant fluvial flood risk, and in the case of Oakland Park SAMU, only small areas of high risk from surface water flooding; however again these can be factored into any proposal of this scale. There are however potential cumulative negative impacts associated with groundwater protection at SAE5 and SAE6 at Mistley, leading to an uncertain impact at this stage. The Hartley Gardens SAMU has more significant fluvial and surface water flood risk, and these will also have to be factored into any

**Uncertain
impacts**



masterplan. Regarding water quality (SO11), the Appropriate Assessment concludes the following, 'the measures provided in the Section 2 Local Plan will (also) provide sufficient certainty that the overall strategic growth proposed in North Essex as part of the Section 1 for Local Plans will not result in significant adverse effects on the Stour and Orwell Estuaries SPA/Ramsar, Colne Estuary SPA/Ramsar, or Essex Estuaries SAC as a result of changes in water quality.' Regarding sewerage capacity, the Plan states that, 'major new developments may require upgrades to existing sewage treatment works, known as Water Recycling Centres, which may be funded by Anglian Water. Such works will need to be planned and funded through Anglian Water's 5-year business plans and approved by the regulator (OFWAT).' Policy PPL5 states that, 'proposals for development must demonstrate that adequate provision exists, or can be made available, for sewage disposal to a public sewer and water recycling centre (sewage treatment works).' In response to this, uncertain impacts must be highlighted for the Plan's site allocations individually (in regard to those strategic allocations) and cumulatively.



7.2 Recommendations and Those Factored into the Plan throughout the SA Process

- **Strategic Objectives** - At the Preferred Options SA stage, it was recommended that specific mention is made to archaeology within Objective 7 – Cultural Heritage. This recommendation has since been factored into the policy with the inclusion of the 'historic environment' which in planning terms is strongly related to archaeology and the Essex Historic Environment Record (HER). There are no new proposed mitigation measures or recommendations made at this stage.
- **Policy HP2: Community Facilities** - At the Preferred Options stage the SA recommended that for completeness the Policy make reference to how such provision will be secured, whether through Section 106 contributions or CiL as appropriate and where Council procedures / schedules are in place or may be within the Plan period. This recommendation has taken forward in the current iteration of the policy through ensuring that the Council will work with the development industry to deliver such facilities on site, rather than seek to secure new community facilities through other means. No new proposed mitigation measures or recommendations are proposed at this stage.
- **Policy LP2: Housing Choice** - At the Preferred Options stage, the SA recommended that 'the Policy could make reference to the protection of the historic built environment as a physical reason why a housing mix cannot be achieved in some instances related to the protection and enhancement of specific designations.' Although not included within the policy, other policies adequately address this issue. The recommendation is no longer considered valid.
- **Policy PP2: Retail Hierarchy** - At the Preferred Options (2016) stage, the SA recommended that 'commentary is included within the Policy or supporting text that addresses the position of the proposed Colchester fringe Garden Community in regard to the retail hierarchy in line with the allocation's eventual size and function within and beyond the Plan period.' This recommendation is not considered appropriate at this stage due to the need to protect Major, Town and District Centres as defined in the Policy and supporting text from inappropriate retail uses outside these centres. There are no new recommendations made at this stage.
- **Policy PP11: Holiday Parks** - At the Preferred Options stage, the SA recommended that the Policy ensure a criterion that regards the impacts on biodiversity and designated sites that development proposals for holiday parks could have, and that measures are included to ensure their investigation and mitigation. This recommendation has been appropriately factored into the Policy. There are no new recommendations made at this stage.
- **Policy PPL4: Biodiversity and Geodiversity** - At the Preferred Options (2016) the SA stated that, 'although Natural England are a statutory consultee on all planning applications that meet the criteria for consultation as identified through the location and type of development within a SSSI Impact Risk Zone (which also includes Natura 2000 sites), the Policy and supporting text could be clearer on what supporting information is needed to accompany planning applications in the first instance.' In line with the findings and recommendations of the HRA Screening Assessment and Appropriate Assessment (AA), the policy has been significantly expanded to make it clear that impacts and mitigation will be included in Recreational Disturbance Avoidance and Mitigation Strategies and that Ecological Appraisals will be required where a proposal might harm biodiversity on a site. This recommendation is affectively incorporated into the policy and supporting text, and does not apply at this stage. No new recommendations are made for the Policy at



this stage.

- Policy PPL10: Renewable Energy Generation - Within the Preferred Options SA, it was recommended that although issues are specifically addressed in other thematic policies, the Policy could be expanded to consider the effects of biodiversity / wildlife designations, the historic environment and landscape as appropriate. Although this policy has incorporated the need for consideration of cumulative impacts in this Draft Publication iteration, it is considered that the original SA recommendation is still applicable and relevant at this stage.
- Policy SAE2: Land South of Long Road, Mistley - It is recommended that the policy is expanded to address the potential for negative impacts on a SSSI through the requirements for an assessment of the potential impacts to accompany any planning application.
- Policy SAE3: Lanswood Park, Elmstead Market - It is recommended that the Policy make reference to the fact that the site is within a Minerals Safeguarding Area as consistent with other Delivering Places policies.
- Policy SAE4: Mercedes Site, Bathside Bay - It is recommended that the policy is expanded to address potential issues surrounding fluvial flood risk as consistent with other Delivering Places policies.
- Policy SAE5: Development at Mistley Port & Policy SAE6: Development at Mistley Marine - These sites have negative impacts associated with being within a groundwater protection zone associated with historic uses in the wider area. It is recommended that the policy addresses the requirement for suitable conditions or exemptions from applications within these sites
- Policy SAE7: Stanton Europark - It is recommended that the policy is expanded to address potential issues surrounding impacts on sites designated for wildlife conservation as consistent with other Delivering Places policies
- It is possible that the scale of growth within Clacton could affect the Conservation Area, representing as it does the town's historic core and focus for town centre services, although uncertain impacts are raised at this time in advance of any newly commissioned Conservation Area Management Plans in addition to updates to the existing Conservation Area Character Appraisals. It is recommended that these are undertaken as part of any plan review.



6. Next Steps & Monitoring

8.1 Consultation

This Environmental Report will be subject to consultation alongside the Local Plans of the three Local Planning Authorities. There are three statutory consultees or 'environmental authorities' that are required to be consulted for all Sustainability Appraisal and Strategic Environmental Assessment documents. These are:

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

In addition to these, consultation will seek to engage the wider community in order to encompass comprehensive public engagement. Tendring District Council may additionally wish to invite comments from focussed groups, relevant stakeholders and interested parties. The detailed arrangements for consultation are to be determined by Tendring District Council. The environmental authorities and public are to be given 'an early and effective opportunity' within appropriate time-frames to express their opinion. This includes the specific notification of the consultation documents and timeframes to those persons or bodies on the 'consultation database' of the LPA. This reflects those persons or bodies who have commented on the SA in previous consultation stages.

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

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

8.2 Adoption Statement

Upon adoption Local Plans will be accompanied by an Adoption Statement which will outline those monitoring indicators most appropriate for future monitoring of the Plan in line with Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004. In accordance with Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004, an Adoption Statement is required to addresses each of the following issues:

- How sustainability considerations have been integrated into the development plan document (Local Plan);
- How the options and consultation responses received on the development plan document (Local Plan) and sustainability appraisal reports have been taken into account;
- The reasons for choosing the development plan document (Local Plan) in light of other reasonable alternatives; and
- Monitoring measures.

8.3 Monitoring

The significant sustainability effects of implementing a Local Plan must be monitored in order to identify unforeseen adverse effects and to be able to undertake appropriate remedial action. The Sustainability Framework contained in this



report includes suggested indicators in order to monitor each of the Sustainability Objectives, however these may not all be collected due to limited resources and difficulty in data availability or collection.

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

| Sustainability Objective | Indicator |
|---|---|
| 1.To provide decent and affordable homes for all | The number of net additional dwellings |
| | Affordable housing completions |
| | % of residential completions that are two or three bedroom |
| | Achieving minimum space standards for all housing types |
| 2.To ensure that development is located sustainably and makes efficient use of land | Losses of industrial land in key business and regeneration areas |
| | Amount of completed retail, office and leisure development delivered |
| | % of new and converted dwellings on previously developed land |
| | % of new development within 30 minutes of community facilities |
| | Amount of development > 30 dwellings per hectare |
| 3.Harness the District's economic strengths | Amount of floorspace developed for employment |
| | Money the sector brings to the local economy & % of jobs related to each sector |
| | Total amount of floorspace generated for town centre uses |
| | Location of new residential and employment development |
| 4.Minimise transport growth whilst capturing the economic benefits of | % of new dwellings within 30 minutes public transport time of local services |
| | % of journeys to work by private car |



| Sustainability Objective | Indicator |
|--|---|
| international gateways | % of journeys to work by public transport, walking and cycling |
| | Number of applications permitted for non-port related development within the port designated areas |
| 5.To build stronger more resilient sustainable communities with better education and social outcomes | Provision of social infrastructure and services on allocated sites |
| | Contributions received towards community facilities |
| | GP waiting times and capacities |
| | Walking / cycling modes of transport uptake |
| | New healthcare facility provision through growth |
| | Health related statistics |
| | Open space provision ha/1000 population |
| | Contributions received towards open space provision |
| | % of total working age population educated to Level4 and above |
| | % of total working age population with no qualifications |
| | Number of offences per 100,000 population |
| 6.Protect and enhance natural, historic and environmental assets | Number of listed buildings, scheduled Monuments and Registered Parks and Gardens at risk (and removed from risk register through repair / adaptive reuse) |
| | Archaeological evaluation undertaken prior to development |



| Sustainability Objective | Indicator |
|---|--|
| | Number of Conservation Areas (and number and extent at risk) |
| | Provision of suitable accessible natural greenspace identified through appropriate assessments |
| | Amount of development affecting designated areas |
| | Applications with landscape conditions. |
| | Number of SSSIs in favourable condition |
| | % of new and converted dwellings on previously developed land |
| 7.Reduce contributions to climate change | % reduction in Carbon Dioxide emissions |
| | % of new dwellings built to at least level 3 of the Code for Sustainable Homes |
| | Renewable energy capacity installed by type |
| | Number of Air Quality Management areas |
| | Number of Blue Flags and Quality Coast Awards |
| | Number of potentially contaminated sites |
| 8.To conserve and enhance natural resources and reduce climate change impacts | Percentage length of estuary quality classed as Good |
| | Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality |
| | % of household waste recycled |
| | Number of SuDS schemes approved |





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June 2017



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A.1 APPENDIX C

LOCAL PLAN COMMITTEE

12 JUNE 2017

REPORT OF THE HEAD OF PLANNING

A.3 PUBLICATION DRAFT LOCAL PLAN

(Report prepared by Simon Meecham)

PART 1 – KEY INFORMATION

PURPOSE OF THE REPORT

The purpose of this report is to provide an opportunity for the committee to review those parts of the Publication Draft of the Local Plan that were not considered at the meeting held on 20 April 2017 as well as to consider the Plan as a whole. Revisions have been made to take account of the consultation representations and address reduce the extent to which there are outstanding objections to the Preferred Options Draft Local Plan.

The Local Plan comprises 2 sections. Section 1 has been jointly prepared with Braintree District Council and Colchester Borough Council and deals with strategic issues including proposals for garden communities. Section 2 of the Plan relates just to Tendring. Some chapters in Section 2 were considered by the Local Plan Committee on 20 April 2017. This report covers Section 1 of the Local Plan, and the remaining chapters for Section 2 of the Local Plan.

The remaining Section Two chapters in this report are: Introduction; Living Places; Prosperous Places; Delivering Places; Monitoring and Review; Policies Maps; Local Inset Maps and appendices.

Committee is asked to recommend to Council that the complete revised version of the Local Plan, the Publication Draft Local Plan, be approved for public consultation and submission to government.

Sustainability Appraisals, which assess the likely significant environmental implications of policies and site allocations and considers reasonable alternatives have been carried out for of both sections of the Publication Draft Local Plan.

Committee is asked to recommend to Council that the Sustainability Appraisals for Sections 1 and 2 be approved for public consultation and submission to Government.

EXECUTIVE SUMMARY

The Council is preparing a new Local Plan to guide future development in the Tendring area

between now and 2033. Having an up to date plan is critical for creating job opportunities, attracting investment for improved infrastructure, protecting the environment and ensuring that the new homes required to meet the needs of a growing population are built in the right locations and achieve good standards of quality and design. Without an up to date plan it is more difficult for the Council to secure investment and protect the area from developments that are unplanned.

Following the 'Preferred Options' consultation last year, the next stage of plan preparation is to consult on the 'Publication' version of the Local Plan, (previously known as the 'pre-submission version'). This new iteration of the Local Plan takes account of the Preferred Options consultation. Officers have worked with the objectors and have been able to agree changes to remove a significant number of objections through alterations to text. These changes are presented to Committee to consider and can be seen in Appendix A. The changes are also summarised in section 3 of this report.

The revisions to Section 1 (previously titled Part 1) have been jointly prepared with Braintree District Council and Colchester Borough Council. Section One includes the spatial portrait, vision, objectives and policies for the proposed garden communities across north Essex. The Committee is requested to approve Section 1 of the Local Plan. This is the strategic section to the Local Plan covering the three Local Planning Authority areas. Braintree District Council and Colchester Borough Council will also consider Section 1 for their respective Local Plans at their meetings in May and June. Consultation for each authority is programmed to commence on 16 June in Tendring and end on 28 July 2017.

The Section 2 chapters addressed in this report relate to Tendring District only and are: Introduction; Living Places; Prosperous Places; Delivering Places; Monitoring and Review; Policies Maps; Local Inset Maps and appendices. The other chapters to Section 2 were approved at the Local Plan Committee meeting on 20 April 2017. All chapters in Section 2 together with Section 1 will form the Publication Draft Local Plan. The Committee is asked to recommend that following consultation with Cabinet, Council approves the content of the Publication Draft Local Plan, agrees to publish it, hold a public consultation and submit the representations from the public consultation, along with Local Plan, Sustainability Appraisal and supporting evidence base to Government for an Examination in Public.

The consultation will seek the views of statutory bodies, local people and other interested parties on the soundness of the Publication Draft Local Plan, the Sustainability Appraisal and whether the Council has met the 'Duty to Co-operate' in its preparation.

Appendix A contains the full text and mapping with the revisions made to Section 1 and the relevant Section 2 chapters following the Preferred Options consultation. Appendix B provides a table of reasons for these changes. Appendix C contains the Sustainability Appraisals for Section 1 and 2. Appendix D contains a legal opinion regarding an aspect of the Sustainability Appraisal and Appendix E provides the consultation drop in venues and times.

RECOMMENDATIONS

That the Committee:

1. Endorses the content of Section 1 and the remaining chapters of Section 2, as set out in Appendix A, incorporating the highlighted changes to form part of the Council's Publication Draft Local Plan;
2. endorses the Sustainability Appraisals prepared by Place Services, as summarised in Appendix C, and attached as Appendix C;
3. refers Section 1 and the remaining chapters of the Tendring District Council Publication Draft Local Plan to Cabinet, together with its decision on 21st April 2017, as a complete document for consultation; and
4. delegates authority to the Head of Planning Services in consultation with the Chairman of the Local Plan Committee to make minor administrative corrections and changes to the Publication Draft Local Plan;

Recommends to Council that:

5. the content of the Tendring District Council Publication Draft Local Plan and Sustainability Appraisals be approved;
6. a six-week public consultation and engagement process on the Tendring District Council Publication Draft Local Plan and its Sustainability Appraisals be undertaken;
7. following said consultation and engagement, the Publication Draft Local Plan and Sustainability Appraisals, along with the representations received during the public consultation, be submitted to the Government's Secretary of State to appoint a Planning Inspector to hold an Examination in Public; and
8. Tendring District Council requests the Planning Inspector to recommend any changes to the Publication Draft Local Plan to make it sound.

PART 2 – IMPLICATIONS OF THE DECISION

DELIVERING PRIORITIES

The Local Plan helps to implement place shaping priorities in the Corporate Plan 2016-2020 for Tendring District Council through:

- Community Leadership by engagement with the community and effective partnership working with technical stakeholders, developers and other interested parties;

- Heath and Housing through policies that promote healthier lifestyles, a quality living environment, local regeneration and council house building; and
- Employment and Enjoyment through policies to support business growth and skill development and the protection and promotion of the natural and built environments.

The Local Plan is a project in the 2016-2020 Corporate Plan and is on target at the time of writing this report. The implication of a decision to support the recommendation in this report will demonstrate assistance in the delivery of the Local Plan.

RESOURCES AND RISK

Resources: The Local Plan Committee's recommendation to Council, in consultation with Cabinet and subsequent approval by Full Council will enable the Council's Planning Policy Team to carry out public consultation within Tendring district and liaise formally with partner organisations and infrastructure providers. The costs involved in this work are met through the agreed 'LDF Budget'.

Risks: Policies in the Publication Local Plan may lead to some objections; however, the Council has sought to resolve objections to the Preferred Options Local Plan and has made substantial revisions to create the Publication version of the Local Plan. To be adopted the Local Plan will need to meet the tests of soundness in the National Planning Policy Framework (NPPF) and pass the tests of the Duty to Co-operate. The Sustainability Appraisals will be considered at the Examination in Public to assess if they adequately consider the significant environmental effects of the proposals in the Local Plan and the main alternatives.

Braintree District Council and Colchester Borough Council, like Tendring, are also in the process of preparing new Local Plans to guide future development. Through a Memorandum of Cooperation, the local authorities have agreed to cooperate on strategic planning matters of cross-boundary significance, including Section One of the Local Plan. Colchester Borough Council and Tendring District Council have agreed to work together, in partnership with other bodies, to explore the option of major development on the Tendring Colchester borders.

LEGAL

The planning legislation and the National Planning Policy Framework (NPPF) placed Local Plans at the heart of the planning system, so it is essential that they are in place and kept up to date. The NPPF expects Local Plans to set out a vision and a framework for the future development of the area, addressing the needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for safeguarding the environment. They are a critical tool in guiding decisions about individual development proposals (Planning Guidance Paragraph 001 Reference ID: 12-001-20140306).

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 (as amended) state that applications for planning permission must

be determined in accordance with the 'development plan' unless material considerations indicate otherwise. The statutory 'development plan' for Tendring, as it stands is the 2007 Adopted Local Plan. However, the policies and proposals in the Adopted Local Plan are increasingly out of date. The NPPF states that where the development plan is out of date permission should be granted for sustainable development unless any adverse impact of doing so would significantly and demonstrably outweigh the benefits or other policies indicate otherwise. It is therefore essential to progress the emerging Local Plan through the stages of the plan making process and ensure it meets the requirements of national planning policy so it can become the new statutory development plan and be relied upon by the Council acting as the Local Planning Authority.

Section 33A of the Planning and Compulsory Purchase Act 2004, as amended, places a legal duty upon local authorities and other public bodies to engage constructively, actively and on an on-going basis to maximise the effectiveness of Local Plan preparation, this is known as the 'Duty to Cooperate' on strategic matters of cross-boundary significance, which includes housing supply. Before a Planning Inspector can begin the process of examining a Local Plan, they need to be satisfied that the local authority has demonstrated it has done everything it can to ensure effective cooperation with neighbouring authorities and other partner organisations and has sought to resolve, as far as is possible, any cross-boundary planning issues.

Section 19 of the Planning and Compulsory Purchase Act 2004 requires a local planning authority to carry out a Sustainability Appraisal of each of the proposals in a Local Plan and the consequence of reasonable alternatives, during its preparation. More generally, section 39 of the Act requires that the authority preparing a Local Plan must do so "with the objective of contributing to the achievement of sustainable development". The Sustainability Appraisals for Sections 1 and 2 incorporate the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 (commonly referred to as the 'Strategic Environmental Assessment Regulations'), which implement the requirements of the European Directive 2001/42/EC (the 'Strategic Environmental Assessment Directive') on the assessment of the effects of certain plans and programmes on the environment. The purpose of a Sustainability Appraisal is to ensure that potential environmental effects are given full consideration alongside social and economic issues.

There are two Sustainability Appraisals for the Publication Draft Local Plan. One for Section 1 and one for Section 2. Section 1 is common with Colchester and Braintree Councils, Section 2 relates solely to Tendring District Council. Both Sustainability Appraisals will be published and consulted upon as part of the Publication Draft Local Plan consultation.

The NPPF requires a local planning authority to submit a plan for examination which it considers to be "sound" meaning that it is:

- **Positively prepared:**

the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving

sustainable development.

- **Justified:**

the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;

- **Effective:**

the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and

- **Consistent with national policy:**

the plan should enable the delivery of sustainable development in accordance with the policies in the NPPF

Working in co-operation with Colchester Borough Council and Braintree District Council it has been agreed that the most appropriate long term strategy for North Essex is to meet part of the housing need in a three new garden communities, Having regard to the Sustainability Appraisal, and other factors, it is considered that new garden communities to the west of Braintree, between Braintree and Colchester, and the east of Colchester is most appropriate. Section 1 identifies the proposed locations of each of the proposed new communities. Appendix D contains a note on a Legal Opinion obtained in relation to one of the potential alternative locations.

If the Local Plan Committee recommends to Council the approval of the Publication Draft Local Plan for public consultation then, in accordance with its terms of reference, as set out in the Constitution, it is required to consult Cabinet.

OTHER IMPLICATIONS

Crime and Disorder: The Local Plan must focus development in locations where it will support economic growth and job creation (in line with the objectives of the Economic Development Strategy) which will help, alongside non-planning measures, to improve prosperity and tackle crime and disorder.

Equality and Diversity: An Equality Impact Assessment for the Publication Draft Local Plan will be prepared to ensure that the equality and diversity implications of the plan are properly considered and assessed. The provisional vision and spatial strategy advocates a distribution of growth that will help to meet the housing and employment needs of people of all ages and abilities across all parts of the district.

Health Inequalities: The Local Plan will need to ensure that the preferred housing developments achieve the critical mass necessary to justify and secure the provision of new medical facilities and incorporate areas of public open space for the health and enjoyment of residents.

Area or Ward affected: All.

Consultation/Public Engagement: Public consultation is being carried out in accordance with the Council's Statement of Community Involvement and the Town and Country Planning (Local Planning) (England) Regulations 2012 and entails publication of the document and associated evidence on the council's website, notification to stakeholders, and ensuring the availability of hard copies of the documents at the Council office and the main library. The Publication Draft Local Plan and its Sustainability Appraisals are subject to a statutory six-week public consultation period. The Sustainability Appraisals will inform public views on the local plan and provide an opportunity for consultation and engagement.

PART 3 – SUPPORTING INFORMATION

CONTEXT

If adopted the Local Plan will be the statutory development plan for Tendring up to 2033. Planning guidance requires all Local Planning Authorities in England and Wales to prepare a Local Plan and ensure it is kept up to date. Without an up-to-date plan, the presumption in favour of sustainable development in paragraph 14 of the NPPF applies. In those circumstances the Council would have less power to influence the scale, location and quality of new development in the district by reference to the development plan, making it difficult to bring about the positive changes that the area needs and difficult to resist inappropriate development proposals that will have a detrimental effect on our area.

The National Planning Policy Framework was formally introduced by the government on 27 March 2012. The Council must ensure that the Local Plan is consistent with its objectives, principles and policies. The framework advocates a 'presumption in favour of sustainable development' which requires local authorities, in their Local Plans to positively seek opportunities to meet the development needs in their area; and meet objectively assessed needs, with sufficient flexibility to adapt to rapid change. The National Planning Policy Framework is also a 'material consideration' in determining planning applications alongside the policies in the Local Plan.

The Local Plan needs to be consistent with a wide range of other policies, guidance, strategies and plans produced not only by this Council but also by central government, neighbouring authorities and other public bodies. Through the Localism Act there is a legal 'Duty to Cooperate' with other organisations and neighbouring authorities in the preparation of Local Plans.

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

Local Plans are the main vehicle for conveying an area's growth requirements and how these will

be accommodated. However, individual local authority boundaries cannot encapsulate the geographies of issues that transcend those boundaries. Through active and on-going collaboration, the authorities can plan, manage and review strategic objectives for the effective implementation of sustainable development and enhanced environments.

The Preferred Options Local Plan was divided into two sections. Section 1 – comprised of the strategic policies including the Garden Communities and was jointly prepared with Braintree District Council and Colchester Borough Council. Section 2 comprised of local policies and site allocations for Tendring District Council. The Preferred Options consultation consulted on both Section 1 and Section 2 elements. This Committee received summaries of the representations received at its meeting on 3 November 2016.

A new chapter has been added to Section 2 the Local Plan; this chapter provides policies for the mixed use, housing and employment site allocations. These policies have been developed with the relevant land owners or their agents and have been subject to flood risk sequential testing, Habitats Regulation Assessment, Sustainability Appraisal, viability appraisal and infrastructure delivery assessment.

The sites in Chapter 9 - Delivering Places, provide for the residual housing and employment requirements of the Local Plan.

The recommended changes to the Preferred Options Local Plan for Sections 1 and 2, plus the new chapter 9 are presented in Appendix A. The changes have been written in consultation with the bodies that objected to or requested variations to policy wording in their representations. To aid the identification of changes, **Bold** is used to denote new text, whilst ~~strike-through~~ denotes deleted text.

For Section 1 – a summary of the points made in the representations and officers' responses are provided below. Comments made to Braintree and/or Colchester in respect of Section 1 policies have been treated as equally made in respect of Tendring's Section 1 and are included in the summary below.

For Section 2 - Appendix B provides a table which identifies the derivation of a request for change and the officers' consideration. A brief summary of those changes is also provided below:

Section 1

Section 1 of the Local Plan is the Strategic Plan for North Essex; it covers garden the community allocations and policies and is same Braintree, Colchester and Tendring Councils' Publication Draft Local plan. Section 1 provides a strategic approach to the requirement for the authorities to meet the objectively assessed need for development land.

Its main purposes are to:

- Articulate a spatial portrait of the combined area, including its main settlements and strategic

infrastructure, as a framework for accommodating future planned growth;

- Provide a strategic vision for how planned growth in North Essex will be realised; set strategic objectives and policies for key growth topics;
- Set out the numbers of additional homes and jobs across the area that will be needed covering the period to 2033. The choices made, particularly in relation to the location of garden communities, will also set the framework for development well beyond the plan period; and
- Highlight the key strategic growth locations across the area and the necessary new or upgraded infrastructure to support this growth.

Responses to the Section 1 of the Local Plan could be submitted to any of the three local authorities and the number of comments referred to below apply equally to all 3. Most comments were made in relation to the broad locations for garden communities and the policies on those garden communities. The responses on the other policies can be summarised as follows:

SP1 Presumption in Favour of Sustainable Development

Fifteen comments were received on this policy. Broad support for the sustainable development principles was clear in most of the responses although there were concerns about the definition of sustainable development and a concern that the presumption in favour of sustainable development has led to too much growth and that 'sustainable development' is not suitably defined.

Officer Comments: A locally derived policy on sustainable development has become a standard in Local Plans. Both the presumption in favour of sustainable development and the definition of sustainable development are set out in the National Planning Policy Framework.

SP2 Meeting Housing Needs

Seventy eight comments were received on this policy. The comments can be summarised as:

- This policy could be overstating housing need. A review mechanism should be added
- The assumptions need to be justified and may need reappraising post Brexit
- OAN should be based on demographic trends
- The Councils should negotiate a much lower figure from government
- 2014 projections should be taken into account
- Impacts of markets in Chelmsford and London should be factored into the figures
- Unmet housing need should be considered
- Plan period should be 2016 – 2033
- The base date of the figures should be 2013
- The housing requirement is inadequate given that ¼ of young people live with their parents
- A hierarchy of sites should be set out and only when sites are built on the edges of towns and the homes finished, then additional sites would be released.
- Councils rely on large sites with upfront infrastructure requirements and should be explicit

support for small scale development

- The word minimum should be added to the third column
- Support the policy

Officer Comments: Since the work was Preferred Options Local Plan consultation was published, updated demographic projections from 2014 have been released. A revised Objectively Assessed housing Needs was published in November 2016, using the latest trends and the revised figures have been added to the table. The table itself has been amended slightly and the figures reflect the entire plan period for all three authorities from 2013 – 2033. Supporting text around the policy has also been updated which includes text on how the three local authorities will share the housing which is built in shared garden communities.

SP3 Providing for Employment

This policy sets out the overall quantity of employment development in the three authorities. The summary of themes raised is set out below:

- Support
- Good to encourage jobs in the area. Where will people park?
- References should be made to potential rapid transit services in Braintree
- Unfortunate that the A120 are not lined up with the Local Plan as the alignment would have significant effects on the south east of Braintree
- Need to balance job availability with housing, but still need timely infrastructure delivery
- Clear strategy needed to attract potential new employers
- Little provision has been made for jobs or to encourage business into the area Commuting would cause congestion and pollution and strain on road and rail. Bus services have been cut, making it difficult for people to work at weekends
- Stansted is important but is in Uttlesford who have not established there plans yet
- Development should be in the north of the district to provide access to Cambridge and Haverhill
- Financial industry will be difficult to attract due to online operations
- Braintree should be made more attractive to attract London business
- Knowledge gateways in Essex should meet their full potential
- Land needs vary depending on industry type
- An appropriate scale should be identified for the garden communities and broken down for each settlement. Superfast broadband is also proposed for all uses
- Policy only refers to B uses and should make reference to the UK retail sector as B uses are not the only means to create employment
- Priority should be for the development of employment on suitable brownfield sites, and existing employment sites should be safeguarded.

Officer Comments: The policy and support text has been revised to reflect the findings from the evidence base on the employment opportunities which would be presented by the garden communities. This includes reference to retail employment as suggested by one of the responses. The table has also been amended with a range for each local authority on the supply of employment land needed to support development.

SP4 Infrastructure and Connectivity

Fifty one comments have been made on this section. Many of them relate to specific pieces of infrastructure, especially the A120 and the A12 and when they will be delivered and how. Other comments include:

- Should emphasise the need for infrastructure to be in place before homes are built
- There is no increase in commercial and industrial land
- A whole plan viability assessment is needed
- The policy should emphasise how infrastructure could be delivered.

Officer Comments: The concerns over the uncertainty regarding the delivery of the A120 and A12 are noted. However, the A12 scheme to widen the road between junctions 19 and 25 is within a committed government programme to begin building by 2020. Both Essex County Council Highways and Highways England are key consultees in this programme. A whole plan viability assessment has been completed. Updates to the supporting text, particularly the section regarding highways have been included, with only minor changes to the policy itself.

SP5 Place Shaping Principles

Twenty four comments were made to SP5. These can be summarised as:

- Supported
- Biodiversity and semi natural habitats should be improved as part of the policy
- An increased sense of locality should be proposed by the policy
- Standards once set must be adhered to
- A set standard and definition of terms used is required to deliver the greenspace
- Highlight the role that a comprehensive design approach can have

Officer Comments: Comments against this policy were relatively limited and primarily related to matters of detail. Standards for greenspace levels are set out in the section 2 of the Local Plans, however greenspace on the garden communities is expected to substantially exceed those minimum levels and this will be set out in more detail in the Strategic Growth Development Plan Documents. Only minor changes are therefore proposed to this section.

SP6 Spatial Strategy for North Essex

Forty seven comments were made on this policy which relates to the overall spatial strategy of north Essex. These can be summarised as follows:

- Evidence base for garden communities is not sufficiently robust to justify the delivery of 7,500 homes within the Plan period
- Supportive of a focus of growth at existing towns
- Policy should include a spatial strategy for the creation and enhancement of an ecological functional network of greenspaces
- The non-inclusion of Uttlesford District Council in the North Essex Plan is a major weakness
- Garden communities offer the least sustainable solution to housing need
- Policy should be amended to include that the countryside will be protected and enhanced

- Rural areas are not inherently unsustainable
- Welcome commitment for settlements to maintain distinctive character

Officer Comments: Given the importance of the policy it is proposed to move this to the second policy in the strategic section. The evidence base for the Local Plan and on garden communities has been enhanced since these comments were made. Officers believe the strategy remains justified and the most appropriate, and propose only minor changes to this policy and its supporting text. Several responses raised the issue of Uttlesford not being of the North Essex group. The Councils continue to engage strongly and actively on an ongoing basis on strategic cross boundary issues and if West of Braintree is taken forward in both Braintree and Uttlesford Local Plans then it is expected that a Development Plan Document would be produced jointly.

Conclusion of changes made to policies SP1 – 6 1

No significant changes are proposed to section 1 from the Preferred Options Local Plan to the Publication Draft Local Plan. The changes proposed in Appendix A are made jointly by the three authorities and Essex County Council and relate primarily to providing greater clarity and any minor modifications required to reflect updated evidence and process as well as the representations made during the consultation.

The three authorities met with a Planning Inspector in April 2017 for an informal review of Section 1 and Section 2 of the three Local Plans. Committee is asked to note that because this Planning Inspector gave the authorities feedback on the emerging Local Plans, he will not be able to conduct the Examination in Public. He did not raise any substantive issues of soundness, but did provide guidance on the expectations for the two-part examination of the Local Plans and noted scope for more explanation on the background to policies.

One major formatting change of note is that the Spatial Strategy, formerly policy SP6, has now been moved to the front of the plan to reflect its importance and has become Policy SP2. Finally the section on delivery arrangements has been enhanced to include more detail on the Local Development Vehicle (LDV) model which is being proposed and to set out monitoring targets specifically in relation to the section 1. The plan states: 'Establishment at an early stage in the development of the garden communities, of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green space, public realm areas and community and other relevant facilities; such arrangements to be funded by the developments and include community representation to ensure residents have a stake in the long-term development, stewardship and management of their community.'

The Councils are confident that an LDV model is viable and can deliver successful and sustainable garden communities, but will continue to explore other ways of achieving the vision that offer similar levels of confidence that the right quality of development will be delivered at the right time. As noted in Appendix D the Council should not take into account the prospect of any commercial returns from its potential participation in an LDV. The LDV option is relevant to the consideration of the Publication Draft Local Plan only in so far as it evidences a means of being confident that the proposed garden communities can be delivered.

The policies on the garden communities are intended to be followed by separate Strategic Growth Development Plan Documents for each community which will be developed jointly by the relevant authorities and reported to this committee at each stage prior to formal consultation and ultimately submission.

SP7 Development and Delivery of New Garden Communities in Essex

Seventy eight comments have been received on this policy and are summarised below:

- Text regarding mineral resource areas should be added into this policy
- Provision of adequate 'destination' green space is required to ensure that existing areas such as Hatfield Forest don't become too busy
- Trajectories must recognise long led in times with the garden communities
- Object strongly to SP7 as it proposes to restrict allocated sites where they impact on only a broad location for growth in the garden communities
- Principle xi is supported and should be better reflected in the site specific policies
- Garden communities are a good way to avoid development in smaller rural communities
- There is no mention of additional land within Uttlesford
- Allocate reserve sites in case these sites do not come forward
- Need to consider the implications on Babergh and Mid Suffolk
- Need a comprehensive and accessible transport system around Colchester
- Affected communities should be fully involved
- Where will the funds for the infrastructure come from?
- Delivery rates in the plan period are unrealistic
- Garden communities is a misleading term, in reality they are huge new towns
- Community and stakeholder empowerment is questionable
- Proposal had vague intentions and not constructive analysis
- Additional design minerals on sustainable drainage and mineral safeguarding should be added
- Recommend a criterion on the historic environment and heritage assets
- Support

Officer Comments: The comments on this policy are noted. Broadly there was much support for the principles set out in this policy which are in line with those in the garden communities charter. Additional suggestions for criterion in the policy have been reflected where officers believe these are necessary and are not covered by other policies. Minor changes only to the policy are proposed for clarity and brevity.

SP8 – East Colchester/West Tendring New Garden Community

One hundred and eight comments have been received on this policy and are summarised below:

- Spatial strategy needs clarification and amendment
- We choose to live on the outskirts of Colchester because of the access to the open green spaces and countryside
- There is no existing infrastructure around which a new settlement can gradually grow
- The land proposed is almost entirely graded as excellent and the Sustainability Appraisal does not take this sufficiently into account
- The A133 is already subject to severe congestion at peak times
- Even if a rapid transit system could be developed it is not clear that this would be sufficient

to deal with traffic issue

- Provision of land for expansion of the Knowledge Gateway is supported on the site towards the south and would be supported even if the garden settlement does not go ahead
- It is not made clear whether there will be a link to the A120 for the businesses suggested for the north of the site
- The provision of health facilities and schools is welcomed but the residents of Wivenhoe are concerned about the timing of such provision and whether there will be adverse impacts on facilities in Wivenhoe in the early years of the development before a critical mass of housing is built
- The provision of a country park is welcomed
- Some indoor leisure facilities should be provided on the site
- A buffer zone of 1.5km from Salary Brook would be advantageous
- Salary Brook is home to rare species which would be effected. This is an important green ring around the edge of Colchester
- Our infrastructure is already overloaded, especially sewerage
- Colchester Hospital is at crisis point
- Our schools are oversubscribed
- This plan is too vague to be meaningful
- The development should not go ahead without a link road joining the A120 and A133
- Our concerns relate principally to the need to ensure that assumptions regarding deliverability in the Plan period are realistic for this location

The comments on this policy are noted. Broadly there was much support for the principles set out in this policy which are in line with those in the garden communities charter. Some comments were made regarding protecting Salary Brook; this brook is protected as a country park in the previous and current versions of the policy. Existing and prospective infrastructure deficits are raised as concerns; the garden communities model will ensure infrastructure is delivered in-line with growth. The changes to the policy include more detail on the Strategic Growth DPD's which will follow on after the submission of the Publication draft Local Plan. Additional changes have been made to the transport section which provides more detail on the connectivity and phasing of delivery. Functional green spaces, sports facilities, community development and the stewardship paragraphs have been made clearer.

Committee is asked to note SP9 and SP10 which relate to the other two garden communities are covered in Braintree and Colchester Council's Local Plan reports.

Section Two

Introduction Chapter:

Minor text changes to reflect to change the status of the Local Plan from Preferred Options Local Plan to Publication Draft Local Plan.

Living Places Chapter

Policy LP 1 – Living Places updated to reflect that Objectively Assessed housing Needs for Tendring District have been confirmed as 550 homes each year. This includes the consequential changes, removing the Preferred options allocations ‘land north of Thorpe Road’ and ‘land adjacent to Tendring Park Services’.

Policy LP 5 – Housing Layout amended to include the open space requirements from the saved policies of the 2007 Local Plan.

Policy LP 6 - Rural Exception Policy in relation to the geography of local need, if the need does not arise in the parish, the text has changed from it being met from ‘elsewhere’ to Tendring District.

Policy LP 7 – Travellers – updated for the September 2016 Gypsy, Traveller and Accommodation Assessment and for compliance with Policy for Gypsy and Traveller guidance from government.

The housing supply tables have been updated with site specific allocations and data from the five years housing land supply position (paper A1 on today’s agenda).

Table 1 – Mixed Use and Housing Allocations

| Site | Total housing numbers | 2018/19 – 2022/23 | 2023/24 - 2027/28 | 2028/29 - 2032/33 | And Beyond | Reference |
|---|------------------------------|--------------------------|--------------------------|--------------------------|-------------------|------------------|
| <i>Sites of 10 or more Homes with Planning Permission (with / without S106)</i> | 4,796 | 3,933 | 746 | 100 | 17 | |
| <i>Sites of 9 or less homes / windfall</i> | 1,399 | 864 | 361 | 174 | 0 | |
| EDME Maltings | 150 | 0 | 0 | 150 | | SAMU1 |
| Hartley Garden Village | 1700 | 0 | 300 | 300 | 1,100 | SAMU2 |
| Oakwood Park | 750 | 0 | 300 | 300 | 150 | SAMU3 |
| Rouses Farm | 850 | 0 | 300 | 300 | 250 | SAMU4 |
| Land south of Council Offices | 280 | 0 | 200 | 80 | 0 | SMAU5 |
| Greenfield Farm | 164 | 0 | 100 | 64 | 0 | SAH1 |
| Land west of Low Road | 300 | 0 | 100 | 100 | 100 | SAH2 |
| Robinson Road | 100 | 0 | 100 | 0 | 0 | SAH3 |
| Tendring Colchester Borders Garden Community | 3,500-4,500 | 0 | 500 | 750 | 2,250-3,250 | SP7 |

| | | | | | | |
|---|---------------|-------|-------|-------|-------------|-------|
| Land at Weeley Council Offices | 24 | 0 | 0 | 24 | 0 | MSA1 |
| Land off Cotswold Road | 12 | 0 | 12 | 0 | 0 | MSA2 |
| Orchard Works site rear of London Road | 20 | 0 | 20 | 0 | 0 | MSA3 |
| Land rear of 522-524 St. Johns Road | 43 | 0 | 43 | 0 | 0 | MSA4 |
| Station Gateway development | 60 | 0 | 0 | 60 | 0 | MSA5 |
| Former Tendring 100 Waterworks Site | 90 | 0 | 90 | 0 | 0 | MSA6 |
| Mayflower Primary School | 15 | 0 | 15 | 0 | 0 | MSA7 |
| Land at Harwich and Parkeston Football club | 89 | 0 | 0 | 89 | 0 | MSA8 |
| Old Town Hall site | 15 | 0 | 15 | 0 | 0 | MSA9 |
| Southcliffe Trailer | 15 | 0 | 15 | 0 | 0 | MSA10 |
| Station Yard | 40 | 0 | 40 | | 0 | MSA11 |
| Land at the Farm Kirby Road | 47 | 0 | 47 | 0 | 0 | MSA12 |
| Montana Roundabout | 35 | 0 | 35 | 0 | 0 | MSA14 |
| | | | | | | |
| TOTALS | 14,494-15,494 | 4,797 | 3,339 | 2,491 | 3,867-4,867 | |
| Total Plan Period | 10,627 | | | | | |

Prosperous Places Chapter

Policy PP1 – New Retail Development, amended to take account of the 2017 retail update. The 2017 update established that there was no headroom for additional retail growth in Clacton and Walton on the Naze; this is primarily due to permission being granted since the 2016 study for Lidl in Walton on the Naze and Brook Park West in Clacton.

Policy PP7 – Employment Allocations, sites amended following visits and further consultation with land owners and promoters. Some sites in the Preferred Options Local Plan have been deleted and new sites added as follows:

Table 2 – Changes to employment Allocations

| Site | Reason for Removal | Reason for Inclusion |
|------------------------|---|--|
| Pond Hall Farm | This site already forms part of the employment land supply | N/A |
| Oakwood Extension | This site already forms part of the employment land supply | N/A |
| Mistley Port Expansion | This was expansion on land at Mistley Marine. It has been policy for over 30 years but has never been delivered and both Mistley Marine and Mistley Port have sought different designation to employment land in the Local Plan. Officers agree with these changes and chapter 9 contains the policies developed with the employers and landowners. | N/A |
| Weeley | The large site – north of Colchester Road has been deleted because it received no support and the change of status for Weeley does not make a 10ha allocation sustainable. The 1ha site for a land south of Thorpe Road remains sustainable. | N/A |
| EDME Maltings | | This site has been added in liaison with EDME Maltings to secure employment uses in the Mistley Regeneration Area. |

Delivering Places – New Chapter

A new chapter has been added to provide site specific policies on mixed use, housing and employment allocations. This takes forward the sites that have not gained planning permission since the Preferred Options Local Plan. The sites that have gained planning permission are considered as part of the existing supply for Local Plan purposes. One additional site has been added to this version of the Local Plan – EDME Maltings and the site for Carless has been confirmed as the westerly site.

- A mixed use allocation for EDME Maltings. This policy takes forward the 2007 saved policies for EDME and the Mistley Regeneration Area. Its purpose is to help EMDE modernise in

new premises elsewhere in Tendring and regenerate and safeguard the listed assets in the EDME complex.

- A site for Carless Refinery to expand westwards. This takes forward a request from the Planning Inspectors report in 2007 to consider extensions in the next Local Plan. The inspector in 2007 opted for northern rather than a western extension. The northern extension area has proved undeliverable due to land ownership issues. The western extension is owned by Carless.

Both these sites plus the housing site, Land at Low Road, Harwich have been appraised in the Publication Draft Local Plan's Habitats Regulation Assessment through to Appropriate Assessment. The requirement from the Appropriate Assessment is that:

'assessment of any impact on nature conservation, including on the Stour and Orwell Estuaries SPA and Ramsar site should be undertaken. Development will only be permitted where a project level assessment has demonstrated in accordance with the Habitat Regulations, that any proposal will not adversely affect the integrity of the Stour and Orwell Estuaries SPA and Ramsar site, either alone or in-combination'.

The policy for Carless Refinery and Land at Low Road, Harwich has been amended to add:

'assessment of any impact on nature conservation, including on the Stour and Orwell Estuaries SPA and Ramsar site should be undertaken. Development will only be permitted where a project level assessment has demonstrated in accordance with the Habitat Regulations, that any proposal will not adversely affect the integrity of the Stour and Orwell Estuaries SPA and Ramsar site, either alone or in-combination'.

The policy for EDME Maltings has been amended to add:

'assessment of any impact on nature conservation, including on the Stour and Orwell Estuaries SPA and Ramsar site should be undertaken. Development will only be permitted where a project level assessment has demonstrated in accordance with the Habitat Regulations, that any proposal will not adversely affect the integrity of the Stour and Orwell Estuaries SPA and Ramsar site, either alone or in-combination'.

Horsley Cross

Comment has been made at committee regarding the draft 2014 Local Plan allocation at Horsley Cross. This site has extant planning permission for employment and is therefore not an allocation. Officers continue to work with the scheme promoters on implementation.

Delivering Infrastructure Chapter

Policy DI1 – Infrastructure Delivery and Impact Mitigation policy added in liaison with Essex County Council. This reflects a county wide approach for Local Plans in regards to infrastructure.

Monitoring and Review: No changes

Policies Maps, Local Inset Maps and appendices:

Changes to reflect the changes in the written parts of the Local Plan as appropriate.

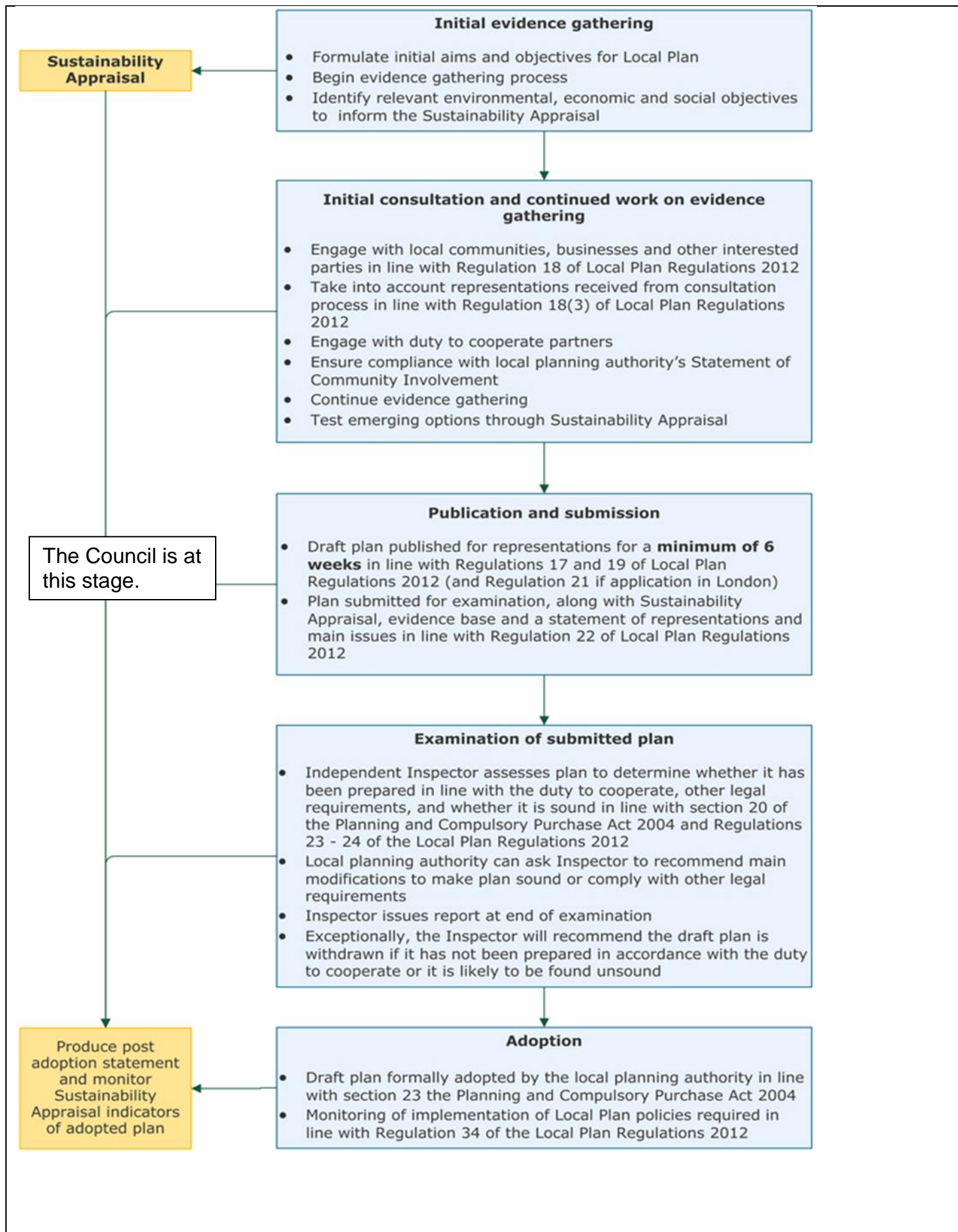
Part of the Coastal Protection Belt has been re-instated in Brightlingsea to reflect representations from the Town Council.

Settlement boundary changes made to reflect developments that have been permitted and removal of garden land at a property in Little Bromley given the status of this settlement in the spatial hierarchy.

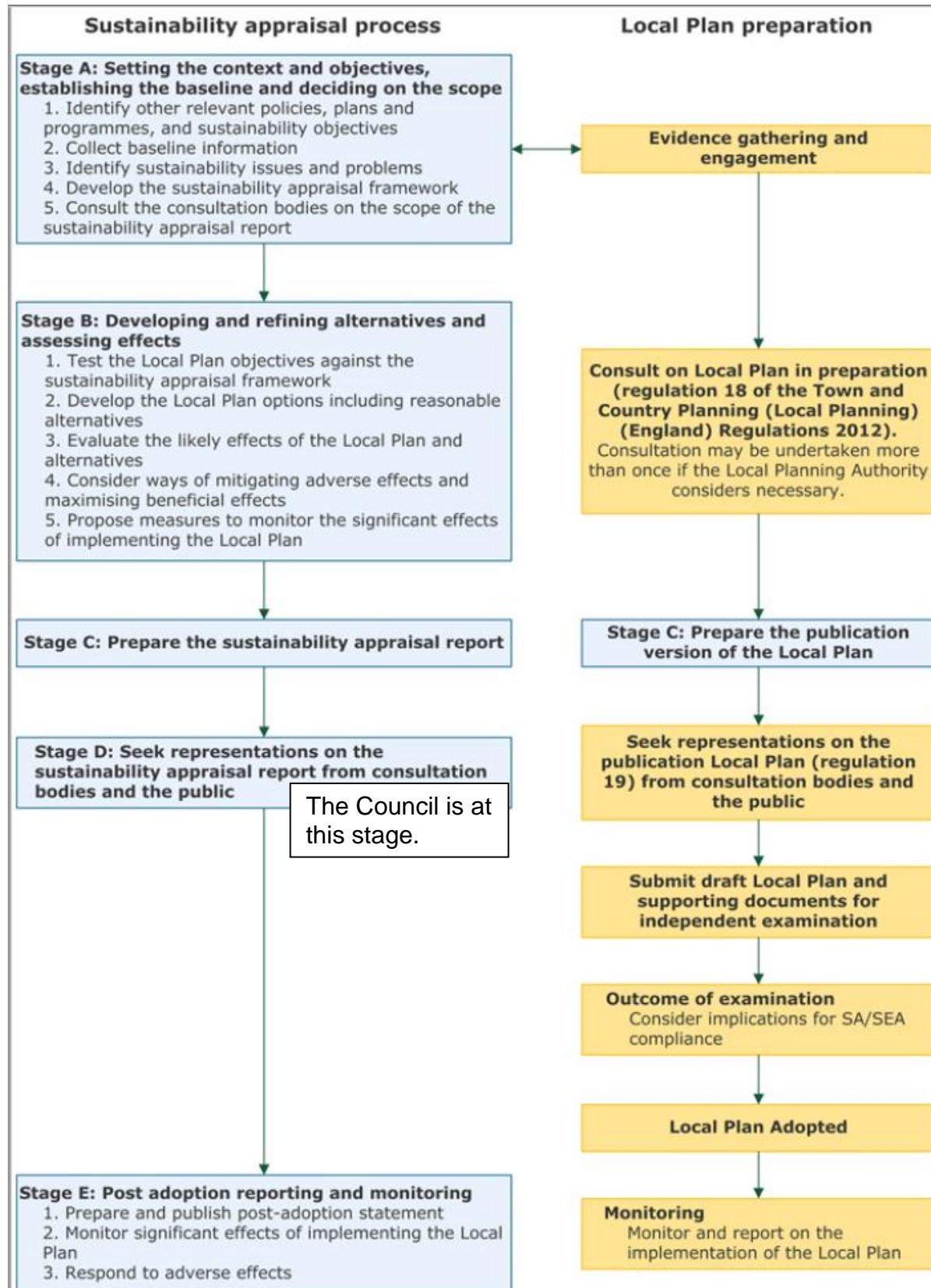
The changes are shown in **Appendix A**.

Local Plan – Stages of Production

The National Planning Policy Framework and Planning Practice Guidance consider that council is at an advanced stage of plan making when it submits the Publication Local Plan to the Secretary of State for Communities and Local Government. Submission of the Local Plan (regulation 22) follows publication and consultation of the Local Plan (regulations 17 and 19) of the Town and Country Planning (Local Planning) (England) Regulations 2012. The flowchart below illustrates the process and the stage the Council has reached.



The flowchart below illustrates the process the council has reached in regard to Sustainability Appraisal.



Sustainability Appraisals

Sustainability Appraisals have been carried out for Section 1 and Section 2 of the Publication Draft Local Plan. These are attached in Appendix C of this report along with a summary.

An extract, Table 3 shows the overall effects of the Local plan and Table 4 below shows the effects of the site allocations.

Key

| Possible impact | Basis for judgement |
|-----------------|---|
| ++ | Strong prospect of there being significant positive impacts |
| + | Strong prospect of there being minor positive impacts |
| ? | Possibility of either positive or negative impacts, or general uncertainty |
| 0 | No impact |
| N/A | The sustainability objective is not applicable to the scope or context of the appraised content |
| - | Strong prospect of there being minor negative impacts and mitigation would be possible |
| -- | Strong prospect of there being significant negative impacts with mitigation unlikely to be possible (pending further investigation) |

Table 3 The Effects of the Plan

| Policy | Sustainability Objectives (SO) | | | | | | | |
|--|--------------------------------|----|----|----|----|----|---|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Sustainable Places Policies | ++ | ++ | ++ | ++ | ++ | ++ | + | + |
| Healthy Places Policies | 0 | 0 | 0 | 0 | ++ | + | 0 | 0 |
| Living Places Policies | ++ | ++ | 0 | + | ++ | 0 | 0 | 0 |
| Prosperous Places Policies | 0 | ++ | ++ | ++ | ++ | + | 0 | 0 |
| Protected Places Policies | 0 | + | + | 0 | 0 | ++ | 0 | ++ |
| Connected Places Policies | 0 | ++ | ++ | ++ | 0 | 0 | + | 0 |
| Delivering Places Policies | ++ | ++ | ++ | ++ | ++ | + | 0 | 0 |
| Site Allocations (including, the Garden Community) | ++ | ++ | ++ | + | + | ? | ? | ? |

Table 4 The Plan's Site Allocations, including the reasons for their selection in light of reasonable alternatives

| Preferred Site | Use and Yield |
|--|---|
| Tendring Colchester Borders Garden Community | |
| Tendring Colchester Borders Garden Community | 7,000-9,000 dwellings in total, with 2,500 in the Plan period to 2033 |
| Reason for Selection: See Section One SA. | |
| Allocated Strategic Mixed Use, Housing and Employment Allocations | |
| Policy SAMU1 – Development at Edme Maltings, Mistley | 150 homes, 0.13 ha employment land |
| Reason for Selection: The selection of this site for mixed use development responds to the redevelopment of brownfield land that will become vacant in the plan period. The site is within close proximity to the rail station and the future of such a sustainable site in this regard is best ensured through a plan led approach which can ensure additional policy criteria to ensure the most sustainable outcomes. The development of site can also offer key enhancements to the Conservation Area that might otherwise not be forthcoming without specific appropriate site policy criteria. | |
| Policy SAMU2 – Development at Hartley Gardens, Clacton | 800-1,000 homes within plan period (up to an additional 700 beyond), 7ha employment |
| Reason for Selection: The site forms a sustainable extension of Clacton, with the ability to meet infrastructure thresholds for new education and healthcare provision. The allocation supports the Spatial Strategies of both Sections One and Two of the Plan in focusing proportionate growth to existing settlements in order to meet OAN requirements and supporting employment opportunities, and is suitable in response to the lack of available brownfield land within Clacton and the wider plan area. | |
| Policy SAMU3 – Development at Oakwood Park, Clacton | 500 homes, non-employment uses |
| Reason for Selection: The site forms a sustainable extension of Clacton, with the ability to meet infrastructure thresholds for new education and healthcare provision. The allocation supports the Spatial Strategies of both Sections One and Two of the Plan in focusing proportionate growth to existing settlements in order to meet OAN requirements and supporting employment opportunities, and is suitable in response to the lack of available brownfield land within Clacton and the wider plan area. | |
| Policy SAMU4 – Development at Rouses Farm, Jaywick Lane, Clacton | 850 homes, non-employment uses |
| Reason for Selection: The site forms a sustainable extension of Clacton, with the ability to meet infrastructure thresholds for new education and healthcare provision. The allocation supports the Spatial Strategies of both Sections One and Two of the Plan in focusing proportionate growth to existing settlements in order to meet OAN requirements and supporting employment opportunities, and is suitable in response to the lack of available brownfield land within Clacton and the wider plan area. | |
| Policy SAMU5 – Development South of Thorpe Road, Weeley | 280 homes, 1.0ha employment |
| Reason for Selection: Weeley is a broadly sustainable location, with both strategic road and rail links in a central district location with ease of access to the main town of Clacton. Located within a rural service centre, the allocation makes a meaningful contribution toward addressing local housing and associated development needs, supports the village economy and assists with the overall housing growth proposed for the District. | |
| Policy SAH1 – Development at Greenfield Farm, Dovercourt | 164 homes |
| Reason for Selection: Harwich and Dovercourt represent a Strategic Urban Settlement within the District, and a primary focus of growth in regard to the | |

| | |
|---|---|
| Spatial Strategies of both Sections One and Two of the Local Plan. The site has good access to the B1352, is in close proximity to services and represents a logical extension to the built up area. | |
| Policy SAH2 – Development at Low Road, Dovercourt | 300 homes |
| Reason for Selection: Harwich and Dovercourt represent a Strategic Urban Settlement within the District, and a primary focus of growth in regard to the Spatial Strategies of both Sections One and Two of the Local Plan. The site has good access to the B1414, is in close proximity to services and represents a logical extension to the built up area. | |
| Policy SAH3 – Development at Robinson Road, Brightlingsea | 115 homes |
| Reason for Selection: Brightlingsea represents a Smaller Urban Settlement within the District, and a focus of growth in regard to the Spatial Strategies of both Sections One and Two of the Local Plan and the settlement hierarchy (Policy SP1). The principle of growth established, the site represents a proportional sized development within the area, and preferable in this regard to the larger strategic sites proposed (alternative sites BR4, BR5, BR6 and BR7 in this SA – see Appendix 2), or a combination of smaller piecemeal developments within the settlement. | |
| Policy SAE1 – Carless Extension, Harwich | 4.5ha employment (extension to existing refinery) |
| Reason for Selection: The proposal as allocated within the Plan represents a modest expansion of the existing refinery. The expansion of an existing employment site ensures that the principle of development for such uses, and supporting infrastructure are largely established. The proposed site represents a logical extension in terms of the built form of the area. | |
| Policy SAE2 – Land South of Long Road, Mistley | 2.0ha employment (B1, B2, B8) |
| Reason for Selection: This employment site development is expected to be delivered within this Plan period and is envisaged to include warehousing, distribution yard and office development to accommodate an industrial use. The site benefits from planning permission to include financial and professional services, restaurants and cafes, non-residential institutions and business space (A2, A3, D1 and B1). | |
| Policy SAE3 – Lanswood Park, Elmstead Market | 1.2ha (non-specific employment uses) |
| Reason for Selection: Lanswood Park is an existing high quality, semi-rural commercial development situated to the south of the A133 between Elmstead Market and Frating, five miles west of Colchester. Phases 1 and 2 form a business centre offering commercial and office floorspace which has attracted a wide range of occupiers. The third phase has been completed and let. Phases four and five remain to be developed. Given the on-going success of employment development at this site, it is proposed to extend the existing extent of employment land by way of a further allocation. | |
| Policy SAE4 – Mercedes Site, Bathside Bay | 7.4ha (port related development) |
| Reason for Selection: Planning permission has already been granted for open air storage and distribution, an office, welfare facilities in the form of porta cabins and the instillation of perimeter and lighting towers on the site. The Mercedes site is included within the larger boundary of the proposed Bathside Bay development. The wider Bathside Bay project has secured planning permission which is subject to a condition that development must be commenced before 2021 (10/0202/FUL). It is considered that the Mercedes site will aid the enabling of this permission by providing a site for the relocation of an existing small boat quay, as well as further facilities. | |
| Policy SAE5 – Development at Mistley Port | Safeguarded port related development |
| Reason for Selection: Mistley Quay is currently occupied by Mistley Port, a commercial port handling a range of cargoes, including the transhipment of bulk malts. These operations provide a source of local employment within the warehousing and distribution sectors. The industrial character of the quayside is an important part of the character of the wider Manningtree and Mistley Conservation Area and contributes to Mistley's unique sense of place. As such, the Council is safeguarding this land for port-related development only. The port has the potential to achieve modest growth to meet future demands by developing value-added processing and dredging the channel adjacent to Mistley Quay to allow larger shipping. | |
| Policy SAE6 – Development at Mistley Marine | Safeguarded marine related employment |

Reason for Selection: Mistley Quay is currently occupied by Mistley Port, a commercial port handling a range of cargoes, including the transhipment of bulk malts. These operations provide a source of local employment within the warehousing and distribution sectors. The industrial character of the quayside is an important part of the character of the wider Manningtree and Mistley Conservation Area and contributes to Mistley's unique sense of place. As such, the Council is safeguarding this land for port-related development only. The port has the potential to achieve modest growth to meet future demands by developing value-added processing and dredging the channel adjacent to Mistley Quay to allow larger shipping.

Policy SAE7 – Stanton Europark

2-4ha (B2/B8, A1, D2)

Reason for Selection: Stanton Europark is a brownfield site in single ownership located near to Harwich Port. The site already benefits from an outline planning permission granted in March 2012 for 1.6 hectares of employment uses. Development has already taken place on either side of the proposed site access road. Development at Stanton Europark has the ability to provide higher value retail and leisure development.

Other Allocations in Clacton

Former Tendring 100 Waterworks Site, Clacton-on-Sea, CO16 8AW

Total: 90

Reason for Selection: The site responds to the allocation of brownfield land for development within the District's main settlement / town.

522-524 St. John's Road, Clacton-on-Sea, CO16 8DY.

Total: 43

Reason for Selection: The allocation responds to the redevelopment of a number of existing dwellings for wider housing gains (brownfield land) within the District's main settlement / town.

Orchard Works, r/o London Road, Clacton-on-Sea, Essex CO15 3SY.

Total: 20

Reason for Selection: The site responds to the allocation of brownfield land for development within the District's main settlement / town.

Land off Cotswold Road, Clacton-on-Sea

Total: 12

Reason for Selection: The site responds to the allocation of brownfield land for development within the District's main settlement / town.

Station Gateway Development, Clacton-on-Sea

Total: 60

Reason for Selection: The site responds to the allocation of brownfield land for development within the District's main settlement / town in an accessible location for public transport links.

Other Allocations in Harwich and Dovercourt

Harwich & Parkeston Football Club, Main Road, Harwich

Total: 89

Reason for Selection: The site responds to the allocation of brownfield land for development within a Strategic Urban Settlement in an accessible location for a range of existing services.

Part of Mayflower Primary School, Main Road, Harwich

Total: 15

Reason for Selection: The site responds to the allocation of brownfield land for development within a Strategic Urban Settlement in an accessible location for a range of existing services.

Other Allocations in Walton

Southcliffe Trailer Park, Woodberry Way, Walton-on-Naze

Total: 15

Reason for Selection: The site responds to the allocation of brownfield land for development within a Smaller Urban Settlement in an accessible location for a range of existing services.

| | |
|--|-----------|
| Land at the Farm, Kirby Road, Walton-on-Naze CO14 8QS | Total: 47 |
| Reason for Selection: The site represents a modest development and logical extension of the settlement. The represents the most suitable greenfield proposal for development at this scale, and is preferable to the allocation of a larger amount of smaller piecemeal options. | |
| Station Yard and Former Avon Works, Walton-on-Naze | Total: 40 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within a Smaller Urban Settlement in an accessible location for a range of existing services. | |
| Old Town Hall Site, Mill Lane, Walton-on-Naze | Total: 15 |
| Reason for Selection: The allocation responds to the allocation of brownfield land for development within a Smaller Urban Settlement in an accessible location for a range of existing services. | |
| Other Allocations in Manningtree / Mistley | |
| Land south of Pound Corner (Note this now has planning permission at the time of the publication of this committee report) | Total: 25 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within a Smaller Urban Settlement in an accessible location. | |
| Other Allocations in Rural Service Centres | |
| Land at Montana Roundabout, Little Clacton | Total: 35 |
| Reason for Selection: The site responds to a modest amount of growth proportionate to Little Clacton, and is the most sustainable option considered in the area regarding access to services. | |
| Land at Weeley Council Offices | Total: 24 |
| Reason for Selection: The site responds to the allocation of brownfield land for development within a Rural District Centre in an accessible location for a range of existing services. | |

Alternative Locations

Braintree, Colchester and Tendring councils' have considered a variety of options for meeting objectively assessed development and infrastructure requirements. It was agreed that the most appropriate strategy for doing so was by promoting three garden communities distributed across the North Essex area – one to the west of Braintree, one between Braintree and Colchester and one to the east of Colchester. The broad locations identified in Section 1 are the preferred locations. Alternatives have been considered as outlined in the Sustainability Appraisal and Appendix D contains a response to the legal opinion obtained by a promoter of one alternative site. The main alternative proposed in Tendring is summarised below.

- **Colchester Metrotown**

Colchester Metrotown is an alternative spatial distribution model for delivering growth in Tendring submitted by a campaign group which opposes the Colchester Braintree Borders Garden Community

The Sustainability Appraisal assessed the Campaign Against Urban Sprawl in Essex (CAUSE) proposal for a Metrotown. Essentially the plan proposes to use the railway line between Clacton and Colchester and put a series of new or expanded communities within walking distance of the railway station and adjacent to existing settlements such as Weeley and Great Bentley. The sites would be entirely within the Tendring District but would be expected to provide for the housing need of Colchester and Tendring.

The option being promoted by CAUSE relies on land that which was not identified during the Calls for Sites process. The land is in fragmented ownership and with limited exceptions is not currently being promoted for development. Officers have concerns that the land required is not available to the extent that would be required to be a deliverable alternative housing strategy. The Councils asked independent consultants to undertake a review of this option, the full document of which is available on the Council's website, link provided in 'background papers' section of this report. Overall the site was considered to perform poorly against some of the 10 principles of the North Essex Garden Community Charter including delivery and the provision of green space, employment and community facilities as part of new development.

Overall it is not considered that the Colchester Metrotown offers an appropriate alternative solution for development, given that it fails to meet many of the sustainability criteria set out in the Sustainability Appraisal, does not provide sufficient housing numbers and there are doubts about deliverability.

APPENDICES

Appendix A: Section 1 and the remaining chapters of Section 2

Appendix B: A table of reasons for the changes to Section 2

Appendix C: The Sustainability Appraisals and a summary of them

Appendix D: Legal opinion

Appendix E: Consultation Events

BACKGROUND DOCUMENTS

The Local Plan is supported by an evidence base commensurate with requirements of the National Planning Policy Framework.

A link to the evidence is provided below:

<http://www.tendringdc.gov.uk/planning/local-plans-and-policies/view-our-local-plan/view-technical-studies-and-background-evidence>

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COUNCIL

15 JUNE 2017

REPORT OF CHIEF EXECUTIVE

A.2 FORMATION OF A NEW POLITICAL GROUP ON TENDRING DISTRICT COUNCIL, CHANGE OF MEMBERSHIP OF POLITICAL GROUPS AND A REVIEW OF MEMBERSHIP OF COMMITTEES

(Report prepared by Ian Ford)

I formally report that, pursuant to Regulation 10(b) of the Local Government (Committees and Political Groups) Regulations 1990, Councillors Jeffrey Bray and Richard Everett on 10 May 2017, each served formal notice on the Council that they no longer wished to be treated as a member of the UKIP political group.

I further formally report that, also on 10 May 2017, Councillor Bray and Councillor Everett, pursuant to Regulation 8 of the Local Government (Committees and Political Groups) Regulations 1990, served formal notice on the Council that they wished to be treated as a political group. The name of the political group is Independent Alliance Group. The Leader of the Independent Alliance Group is Councillor Bray and Councillor Everett is the deputy Group Leader.

I further formally report that, pursuant to Regulation 10(b) of the Local Government (Committees and Political Groups) Regulations 1990, Councillor Anne Davis on 12 May 2017, served formal notice on the Council that she no longer wished to be treated as a member of the UKIP political group.

I further formally report that, also on 12 May 2017, Councillor Davis, pursuant to Regulation 9(b) of the Local Government (Committees and Political Groups) Regulations 1990, served formal notice on the Council that she wished to be treated as a member of the Independent Alliance group.

I further formally report that, on 15 May 2017, Councillor Laurie Gray, pursuant to Regulation 9(b) of the Local Government (Committees and Political Groups) Regulations 1990, served formal notice on the Council that he wished to be treated as a member of the Independent Alliance group.

I further formally report that, on 15 May 2017, Councillor John Brown, pursuant to Regulation 9(b) of the Local Government (Committees and Political Groups) Regulations 1990, served formal notice on the Council that he wished to be treated as a member of the UKIP group.

I further formally report that, pursuant to Regulation 10(b) of the Local Government (Committees and Political Groups) Regulations 1990, Councillor Jack Parsons on 23 May 2017, served formal notice on the Council that he no longer wished to be treated as a member of the Labour political group.

In accordance with Section 15(1)(e) of the Local Government and Housing Act 1989 and Regulation 17(b) of the Local Government (Committees and Political Groups) Regulations 1990 a review of the allocation of seats to political groups has been carried out. The outcome of that review, as agreed by Group Leaders, will be tabled at the meeting.

RECOMMENDED that –

- (a) the Schedule of Appointments to Committees (which has been agreed by Group Leaders), as attached as an Appendix to this report, be approved with immediate effect;
- (b) in the event that Councillor Bray is not reappointed to serve on the Human Resources Committee an opposition group member serving on the Human Resources Committee be appointed to replace Councillor Bray as the named substitute on the Human Resources Sub-Committee Panel.

IAN DAVIDSON
CHIEF EXECUTIVE

COUNCIL

15 JUNE 2017

BACKGROUND PAPERS LIST FOR REPORTS OF CHIEF EXECUTIVE

A.2 FORMATION OF A NEW POLITICAL GROUP ON TENDRING DISTRICT COUNCIL, CHANGE OF MEMBERSHIP OF POLITICAL GROUPS AND A REVIEW OF MEMBERSHIP OF COMMITTEES

Notices of Wish to no longer be treated as a Member of a Political Group (UKIP) signed by Councillors Bray and Everett and dated 10 May 2017.

Notice of Constitution of a Political Group signed by Councillor Bray and Councillor Everett and dated 10 May 2017.

Notice of Wish to no longer be treated as a Member of a Political Group (UKIP) signed by Councillor Davis and dated 11 May 2017.

Notice of Wish to be treated as a Member of a Political Group (Independent Alliance) signed by Councillor Davis and dated 11 May 2017.

Notice of Wish to be treated as a Member of a Political Group (Independent Alliance) signed by Councillor Gray and dated 13 May 2017.

Notice of Wish to be treated as a Member of a Political Group (UKIP) signed by Councillor J A Brown and dated 15 May 2017.

Notice of Wish to no longer be treated as a Member of a Political Group (Labour) signed by Councillor Parsons and dated 23 May 2017.

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COMMITTEES/SUB-COMMITTEE (JUNE 2017)

WIDDICOMBE

| Committee | | Conservative | Holland Residents | Independent | Labour | Non-Aligned | UKIP | Tendring First/Liberal Democrats | Independent Alliance |
|---|----|---|-------------------|-------------|------------------|-------------|-------------------------------|----------------------------------|----------------------|
| Audit Committee (Chair: Coley) (V/Chair: Poonian) | 5 | Alexander Coley Poonian | | | | | Hones | Scott | |
| Community Leadership & Partnerships Committee (Chair: Fairley) (V/Chair: Baker) | 11 | Amos Baker Fairley Land Poonian | Broderick | Yallop | I J Henderson | | Newton Pemberton | | Gray |
| Corporate Management Committee (Chair: Steady) (V/Chair: Baker) | 8 | Baker Chittock Skeels Jnr | | Steady | | Cawthron | Stephenson Whitmore | Scott | |
| Council Tax Committee (Chair: Miles) (V/Chair: Bray) | 5 | Chittock Miles Nicholls | | | | | Watson | | Bray |
| Human Resources Committee (Chair: Callender) (V/Chair: Chapman) | 14 | Amos B E Brown Callender Cossens Ferguson | King | Chapman | Calver | Porter | Bennison Bush J A Brown | | |

| | | | | | | | | | |
|--|----|--|----------------|--------------|-----------------------|---------------|-----------------------------------|------------|--------------|
| | | Nicholls Skeels Snr. | | | | | | | |
| Licensing & Registration Committee (Chair: Cossens) (V/Chair: Callender) | 15 | 7 Amos B Brown M Brown Callender Cossens V E Guglielmi Skeels Jnr | 1 Winfield | 1 White | 1 J Henderson | 0 | 3 Raby Watson Whitmore | 1 Bucke | 1 Davis |
| Local Plan Committee (Chair Stock) (V/Chair: Turner) | 15 | 7 G V Guglielmi Land Nicholls Platt Skeels Snr. Stock Turner | 1 Broderick | 1 Yallop | 1 I J Henderson | 1 Porter | 3 Bush Newton Stephenson | 0 | 1 Bray |
| Planning Committee (Chair: White) (V/Chair Heaney) | 11 | 5 Alexander Baker Fairley Heaney McWilliams | 0 | 1 White | 1 Fowler | 1 Cawthron | 2 Bennison Hones | 0 | 1 Everett |
| Service Development & Delivery Committee (Chair: Griffiths) (V/Chair: V E Guglielmi) | 8 | 4 Amos Griffiths V E Guglielmi Miles | 0 | 1 Chapman | 1 Fowler | 0 | 1 Pemberton | 0 | 1 Gray |

| | | | | | | | | | |
|---|---|---|----------|--------|-------------|--|----------|-------|-------|
| Standards Committee (Chair: Heaney) (V/Chair: Honeywood) | 7 | Heaney Honeywood Nicholls | | Steady | | | Whitmore | Bucke | Davis |
| General Purposes Sub-Committee (Chair: V E Guglielmi) (Vice: Cossens) | 8 | M Brown Cossens V E Guglielmi Massey | Winfield | White | J Henderson | | Watson | | |

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