

Urban Place Supplement

**Strategic Environmental Assessment
And Sustainability Appraisal**

Environmental Report

Prepared for Essex County Council

By

Essex County Council

Contents

Non-Technical Summary	8
Chapter 1 – Methodology	15
Introduction to Sustainable Development	16
Sustainability Appraisal and Strategic Environmental Assessment	16
Scope of the report	17
Methodology Adopted in Strategic Environmental Assessment	18
Chapter 2 – Background	20
Purpose of Sustainability Appraisal/ Strategic Environmental Assessment	21
Draft Urban Place Supplement and the Objectives	21
Chapter 3 – SEA Objectives and Baseline Context	24
Review of Plans and Programmes	25
Baseline characteristics	27
Key trends and predicting future baseline	29
Population	31
Housing	33
Deprivation	37
Crime	46
Material Assets and Cultural Heritage	47
Countryside	50
Biodiversity	52

Land Utilisation	53
Water Management	53
Air Quality	56
Waste and Recycling	59
Renewable Energy	60
SEA Objectives	62
Assessing the compatibility of the objectives	64
	69
Chapter 4 – UPS Policy Appraisal	
Significant Social, Environmental and Economic Effects of the preferred policies	70
Chapter 5 – UPS Issues and Alternatives	102
UPS Issues and Alternatives	103
Chapter 6 – Monitoring Implementation of UPS	109
Monitoring Implementation of UPS	110
Contextual SEA Monitoring Framework	127
Appendices	128
Appendix I – Review of Plans and Programmes UPS	129
Appendix II – Baseline Context Figures	153
Appendix III – Appraising Plans Policy – UPS Summary	161
Appendix IV – UPS Appraising Plans Policy – Justification for the Measurements	181

Tables

Table 1	Urban Place Supplement Objectives	22
Table 2	Plans and programmes considered as part of the review	25
Table 3	Baseline topics and whether they are of economic, environmental or social significance	28
Table 4	Distribution of dwelling provision 2001 to 2021 within Essex and its Districts	34
Table 5	Population density within the County of Essex, East of England, England and Wales in 2001	34
Table 6	Essex and lower tier authorities rankings and ID2004 measurement	38
Table 7	Health services available within the region of Essex	45
Table 8	Crime rates per 1000 population for Essex 2003/2004	46
Table 9	Scheduled Monuments, Conservation Areas and Registered Parks and Gardens within Essex, Southend and Thurrock, 2005	48
Table 10	Listed buildings by grade within Essex, Southend and Thurrock, 2005	48
Table 11	Number of Listed Buildings 'At Risk' in 2003, 2004 and 2005	48
Table 12	Total Number of Listed Buildings removed from the 'At Risk' Register in 2003, 2004 and 2005	49
Table 13	EBAP species	52
Table 14	Percentage of new dwellings completed on Previously Developed Land 2001 to 2005	53
Table 15	Air Quality Management Areas and Air Quality Hotspots in Essex 2005	57
Table 16	Essex District recycling figures; performance against waste related indicators 2003/2004	60
Table 17	SEA Objectives	62
Table 18	Revised SEA Objectives	66

Graphs

Graph 1	Total population and projected population for Essex County 2001, 2006, 2016 and 2021	31
Graph 2	Projected percentage sex composition of the Essex County Population, 2001	32
Graph 3	Total percentage population in each age cohort throughout the East of England and Essex County, 2001	33
Graph 4	Total percentage population in each age cohort throughout the East of England and Essex County, 2021	33
Graph 5	Household composition for persons within England and Wales, East of England and Essex County, 2001	35
Graph 6	Household dwelling type within England and Wales, East of England and Essex County, 2001	36
Graph 7	Health of persons within England and Wales, East of England Region and Essex County, 2001	44
Graph 8	Type of Criminal offences committed per 1000 population. Local Authority, Unitary Authority, Essex County and English average, 2004/2005	47
Graph 9	Car and van ownership averages within England and Wales, Essex, Southend and Thurrock,	56
Graph 10	Total Essex tonnage of waste	59

Maps

Map 1	Location within East of England	29
Map 2	District and Unitary Authorities	30
Map 3	Geographic barriers to key services sub domain deprivation, Essex ID2004	40
Map 4	Wider barriers to housing sub domain deprivation, Essex ID2004	41
Map 5	Barriers to Housing and Services score deprivation, Essex ID2004	42
Map 6	Living Environment score deprivation, Essex ID2004	43
Map 7	Living Environment deprivation; 'indoors' sub domain, Essex ID2004	43
Map 8	Living Environment deprivation; 'out door' sub domain, Essex ID2004	44

Map 9	Green Belt distribution with Essex, Southend and Thurrock, 2001	50
Map 10	Land in Essex and Southend below 5 metre contour	55
	Matrices	
Matrix 1	Compatibility Appraisal of SEA Objectives	65
Matrix 2	Compatibility of SEA Objectives and UPS Objectives	68

Non Technical Summary

Non Technical Summary

Non Technical Summary

Chapter 1 - Methodology

Introduction to Sustainable Development

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

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

Sustainability Appraisal and Strategic Environmental Assessment

The European Directive 2001/42/EC (EC, 2001) ensures that a Strategic Environmental Assessment of a wide range of plans and programmes shall be conducted. The Essex County Council Urban Place Supplement therefore requires a Strategic Appraisal that incorporates the dual statutory requirement of both Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA).

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

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

(Throughout this report reference is made to the Office of the Deputy Prime, where publications were produced by the Office of the Deputy Prime Minister. However we recognise that the Office of the Deputy Prime Minister is now known as the Department for Local Government and Communities).

Methodology Adopted in the SEA

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

The Draft Urban Place Supplement SEA Scoping Report was consulted for a 5 week period. The second part of the SEA approach involves the development and refinement of alternatives and assessing the effects of the plan.

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

Chapter 2 - Background

The Draft Urban Place Supplement aims to set out the key elements of the planning framework for the area. The Urban Place Supplement outlines the following principle objectives;

Reference	Objective
1	To offer guidance for the design and assessment of compact urban development in Essex
2	To bring about a design process that is more collaborative and responds better to meeting local opportunities and needs.
3	To deliver sustainable development
4	To deliver consistently higher standards of environmentally and contextually sensitive design to higher density developments within Essex

Chapter 3 - SEA Objectives and Baseline and Context

Review of the Plans and Programmes

The relationship between various plans and programmes and sustainability objectives may influence the Draft Urban Place Supplement in various ways. The relationships are analysed to;

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

Baseline Characteristics

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

The baseline data for the SEA/SA of the Draft Urban Place Supplement includes existing environmental and sustainability information from a range of sources.

SEA Objectives, Targets and Indicators

Sustainability Objectives

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

Chapter 4 - Urban Place Supplement Policy Appraisal

Significant Social, Environmental and Economic Effects of the Preferred Policies

The SEA Directive states that ‘where an Environmental Assessment is required under Article 3 (1), and Environmental Report shall be prepared in which the likely significant effects on the environment of implementing the plan and programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated’ (SEA Directive, Article 5). This chapter seeks to outline a summary of the significant social, environmental and economic effects and the recommendations arising from the Appraising Plan Policy assessment for the Draft Urban Place Supplement. The summary reflects the SEA Directive Annex 1(f). The table below highlights the outcome of the assessment.

Objective	Recommendation
<p>1) To conserve and enhance biodiversity and designated areas, integrating biodiversity and green space into new development</p>	<p>APP2- It is recommended that Policy APP2 take into account the need for green space within the urban grain.</p> <p>APP7- It is recommended that the adoption of on street parking be accompanied with tree planting (where space permits).</p> <p>APP9- Promote the use of natural vegetation such as trees and bushes to screen communal waste storage facilities</p>
<p>2) Ensure high design quality to create attractive living environments where people will choose to live.</p>	<p>APP6- It is recommended that the design of communal space in high density housing developments is incorporated into the design solution at the outset of the proposal.</p> <p>APP11-</p> <p>(1) It is recommended that clearer links between APP7, stressing the preference of underground parking in residential developments, are demonstrated to enhance the delivery, clarity and understanding of APP11’s car –parking provisions which aim to reduce the number of car parking spaces provided to less than one in some developments.</p> <p>(2) Need to ensure that building materials utilised are durable and resist weathering, also indigenous and reflect indigenous materials.</p> <p>APP3- Within transport corridors it is recommended that additional factors are taken into consideration when</p>

	<p>deciding upon the suitability of high density development, such as;</p> <ul style="list-style-type: none"> * the availability of previously developed sites and empty or under-used buildings and their suitability for housing use, * the location and accessibility of potential development sites to jobs, shops and services by modes other than the car, and the potential for improving such accessibility, * the capacity of existing and potential infrastructure, including public transport, water and sewerage, other utilities and social infrastructure (such as schools and hospitals) to absorb further development and the cost of adding further infrastructure; * The ability to build communities to support new physical and social infrastructure and to provide sufficient demand to sustain appropriate local services and facilities, and * The physical and environmental constraints on development of land.
<p>3) Provide a decent home for everyone and affordable housing for all those on low incomes</p>	
<p>4) More sustainable development patterns through good access to public transport, mix of uses and greater intensity of development where possible</p>	
<p>5) More efficient use of the land should be promoted and priority should be given to previously developed land, underused land and vacant buildings</p>	<p>APP7- It is recommended that this policy seeks to promote development on brownfield land to increase the efficient utilisation of the land (this is not explicit however it is recognised as an underlying principle of the document).</p> <p>APP11- It is recommended that this policy seeks to facilitate development on brownfield land.</p>
<p>6) New development not to increase flooding or river pollution</p>	<p>APP3- It is recommended that this policy seeks to outline appropriate design measures that may be adopted to mitigate against flooding.</p> <p>APP4- It is recommended that the UPS seeks to outline some possible flood mitigation measures that may be adopted, particularly for related to development within centre of built up areas which are more likely to be located within the floodplain.</p> <p>APP6- The policy should seek to encourage additional landscape features within the residential environment that will reduce the likely occurrence of flooding in residential environments.</p>

	<p>APP7- It is recommended that this policy outlines the relevant flood mitigation measures deemed appropriate for car parking.</p> <p>APP11- Design criteria for development on the floodplain at high density would enhance the delivery of the UPS.</p> <p>APP12- It is recommended that new development should seek to take into consideration the suitability of the land for development with regards to flooding.</p>
7) New development to help to reduce water consumption per capita.	APP3- Consideration should be given to how public spaces are to be maintained and to ensuring that water is used efficiently.
8) Improve air quality.	APP3- It is recommended that APP3 refers to the impact public spaces may have upon air quality within urban areas. This would seek to enhance the delivery of this policy.
9) Promote more sustainable transport choices and reduce the need to travel by car.	
10) Design new development carefully with respect to the historic context.	
11) Increase the proportion of waste to be recycled and ensure the design and layout of new development supports sustainable waste management	
12) Promote the use of renewable energy.	
13) Minimise pollution and resource consumption.	

Chapter 5 - UPS Issues and Alternative

The SEA Directive states that ‘where an Environmental Assessment is required under Article 3 (1), and Environmental Report shall be prepared in which the likely significant effects on the environment of implementing the plan and programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated’ (SEA Directive, Article 5). This chapter outlines the appraisal of the alternatives within the Urban Place Supplement.

Chapter 6 - Monitoring Implementation of the UPS

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

The monitoring of the Urban Place Supplement “allows the actual significant environmental effects of implementing the plan or programme to be tested against those predicted” (Office of the Deputy Prime Minister, 2005, 39). The monitoring of the Urban Place Supplement will aid in the identification of any problems that may arise during the Urban Place Supplement implementation.

Chapter 1 - Methodology

Chapter 1

1. Methodology

1.1 Introduction to Sustainable Development

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

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

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

1.2 Sustainability Appraisal and Strategic Environmental Assessment

The European Directive 2001/42/EC (EC, 2001) ensures that a Strategic Environmental Assessment of a wide range of plans and programmes shall be conducted. The Draft Urban Place Supplement therefore requires a Strategic Appraisal that incorporates the dual statutory requirement of both Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA). The purpose of SEA/SA is to promote environmental protection and contribute to the integration of environmental, social and economic considerations into the preparation and adoption of plans, with a view to promote sustainable development.

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

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

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

The purpose of this sustainability appraisal is to promote sustainable development through better integration of sustainability considerations into the adoption of the Draft Urban Place Supplement.

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

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

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

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

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

1.3 Scope of the Report

The final Environment Report comprises of;

- Non-Technical Summary;

- An outline of the methodology adopted;
- Background setting out the purpose of the SEA and the objectives of the Draft Urban Place Supplement;
- SEA objectives and the sustainability issues throughout Draft Urban Place Supplement and the key issues that need to be addressed;
- Urban Place Supplement options considered and environmental effects of the alternatives outlined;
- An assessment of the contribution of the plan policies to social, economic and environmental objectives within the district;
- An outline of the proposed mitigation measures, for those where these impacts are negative.

1.4 Methodology Adopted in the SEA

The approach adopted in this Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the Draft Urban Place Supplement is based on the process outlined in the Office of the Deputy Prime Minister Guidance – A Guide to the Strategic Environmental Assessment Directive (September 2005). The methodology adopted seeks to meet the requirements of both SA and SEA for the environmental assessment of plans.

The SA Framework is based on the initial criteria and proposed approaches set out in the scoping report produced in November 2005. The aim of the scoping report is to ensure a focused yet comprehensive SA, addressing all relevant issues, objectives and allow input from consultation bodies at an early stage of the process.

The scoping stage of the SEA/SA involves investigation into the relevant plans, programmes and environmental protection objectives. The scoping report also sets out the baseline information which provides the basis for predicting and monitoring environmental effects, aids in the interpretation of environmental problems and allows identification of possible methods for mitigation. A range of information aids in the identification of potential environmental problems including, earlier issues identified in other plans and programmes, baseline information, tensions between current and future baseline information and consultation with the consultation bodies. The scoping report also contains a list of SEA objectives. SEA objectives are not a specific requirement of the Directive but they are recognised as a method for considering the environmental effects of a plan and comparing the effects of alternatives.

“The Directive creates the following requirements for consultation;

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

The Draft Urban Place Supplement Sea Scoping Report was consulted for a 5 week period, whereby the statutory Consultation Bodies and other relevant persons were consulted. The statutory Consultation Bodies include;

- Countryside Agency,
- English Heritage,
- English Nature,
- And the Environment Agency.

The second part of the SEA approach involves the development and refinement of alternatives and assessing the effects of the plan. The objectives of the plan are therefore tested against the SEA objectives identified at the scoping stage.

The third stage of the process is the development of the Environmental Report. The SEA Directive states that “the environmental report shall include information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, (and) its stage in the decision-making process” (Article 5.2). The structure for the Environmental Report is very similar to the suggested structure outlined in ‘A Practical Guide to the Strategic Environmental Assessment Directive’ (September, 2005).

This report will be subject to consultation with the Draft Urban Place Supplement.

Chapter 2 - Background

Chapter 2

2. Background

2.1 Purpose of this Sustainability Appraisal/Strategic Environmental Assessment

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

This Environment Report outlines the appraisal methodology, sustainability objectives, review of plans and programmes, baseline information used in the appraisal process, and the assessment of the Draft Urban Place Supplement.

2.2 Draft Urban Place Supplement and the Objectives

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

Local Development Frameworks will be comprised of Local Development Documents, which include Development Plan Documents, that are part of the statutory development plan and Supplementary Planning Documents which expand on policies set out in a development plan document or provide additional detail.

The Draft Urban Place Supplement aims to set out the key elements of the planning framework for the area within a Supplementary Planning Document. It outlines the spatial vision and strategic objectives for the area; a spatial strategy; core policies; and a monitoring and implementation framework.

The first section of the Urban Place Supplement seeks to provide a brief overview of the planning system. The portrait of the Essex is the next section ultimately this section aims to provide a general summary of the community. The information utilised to provide a summary includes population, environmental, economic and social issues.

The Urban Place Supplement also lists the relevant plans and programmes at the local, county, regional and national level and how these are relevant to the strategic vision for Essex. The options for the Urban Place Supplement are also highlighted, these options relate to jobs, land allocated for employment use, housing, town and village development, affordable housing and transportation.

Finally the document outlines a series of core policies which have been derived from the existing Local Plan.

The Urban Place Supplement clearly outlines the 19 principle objectives are demonstrated in table 1.

Table 1 – Urban Place Supplement Objectives

Reference	Objective
1	To conserve and enhance the biodiversity and to conserve designated areas
2	Integrate green space in new developments to provide for biodiversity within the built up area
3	Provide a decent home for everyone and affordable housing for all those on low incomes.
4	Deliver most additional housing at higher densities in urban areas with preference to sustainable locations
5	Ensure high design quality to create attractive living environments where people will chose to live
6	More sustainable development patterns through good access to public transport, mix of uses and greater intensity of development where possible.
7	In locating new development priority should be given to previously developed land, underused land and vacant buildings
8	More efficient use of land by reviewing planning policy and standards
9	New development not to increase flooding or river pollution
10	New development to help to reduce water consumption per capita
11	Improve air quality
12	Promote more sustainable transport choices
13	Reduce the need to travel by private transport.
14	Use heritage as driver for regeneration by integrating old buildings in the living and working community
15	Design new development carefully with respect to the historic context
16	Increase the proportion of waste to be recycled
17	Increase the efficiency of waste management facilities
18	Promote the use of renewable energy
19	Minimise pollution and resource consumption

An important part of the assessment involves the testing of the Urban Place Supplement Objectives against the sustainability objectives.

Chapter 3 - SEA Objectives and Baseline and Context

Chapter 3

3. SEA Objectives and Baseline and Context

3.1 Review of the Plans and Programmes

The relationship between various plans and programmes and sustainability objectives may influence the Draft Urban Place Supplement in various ways. The relationships are analysed to;

- identify any external social, environmental or economic objectives that should be reflected in the SA process;
- identify external factors that may have influenced the preparation of the plan; and
- Determine whether the policies in other plans and programmes might lead to cumulative effects when combined with policies in the Urban Place Supplement.

Engaging in this process enables Draft Urban Place Supplement to take advantage of any potential synergies and to attend to any inconsistencies and constraints. The plans and programmes that need to be considered include those at an international, national, regional and local scale.

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

Table 2 – Plans and Programmes Considered as part of the Review

International European and International Sustainability Development Strategy
European Spatial Development Perspective (May, 1999)
European Community Biodiversity Strategy
Environment 2010: Our Future, Our Choice
National
Planning Policy Statement 1; Creating Sustainable Communities
Planning Policy Guidance Note 3; Housing (2000)

Planning Policy Statement 6; Planning for Town Centres

Planning Policy Statement 7; Sustainable Development in Rural Areas

Planning Policy Guidance Note 9: Nature Conservation (1994)

Planning Policy Statement 10; Planning for Sustainable Waste Management

Planning Policy Guidance 13; Transport (1994)

Planning Policy Guidance Note 15; Planning and Historic Environment (1994)

Planning Policy Guidance Note 16; Archaeology and Planning (1990)

Planning Policy Guidance Note 17; Planning for Open Space, Sport and Recreation (1991)

Planning Policy Guidance Note 20; Coastal Planning (1992)

Planning Policy Statement 22; Renewable Energy

Planning Policy Statement 23; Planning and Pollution Control

Planning Policy Guidance Note 24; Planning and Noise (1994)

Planning Policy Guidance Note 25; Development and Flood Risk (2001)

Towards an Urban Renaissance (1999)

By Design Urban design in the planning system: towards a better practice (2000)

Urban Design Compendium (2000)

Regional

Regional Planning Guidance 9; Regional Guidance for the South East (1994)

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

Sustainable Futures; the Integrated Regional Strategy for the East of England (February, 2005)

Sustainable Communities; Building for the Future

Regional Economic Strategy for the East of England (2005)

County

Essex and Southend-on-Sea Replacement Structure Plan (Adopted April, 2001)

Essex County Council Minerals Local Plan (1996)

Essex and Southend-on-Sea Waste Local Plan (2001)

Local

Adopted Basildon District Local Plan 1991-2001 (March 1998)

Adopted Braintree District Local Plan (July 2005)

Adopted Castle Point District Local Plan (November 1998)

Adopted Chelmsford Borough Council Local Plan (November 1997)

Draft Chelmsford Town Centre Area action Plan (November 2005)

Adopted Review Colchester Borough Council Local Plan (March, 2004)

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

Adopted Epping Forest District Local Plan (January 1998)

Adopted Review Harlow Borough Council Local Plan (January 2004)

Adopted Maldon District Local Plan (May 2005)

Adopted Rochford District Local Plan (May 2004)

Adopted Review Tendring District Local Plan (April 2004)

Adopted Uttlesford District Local Plan (January 2005)

Adopted Southend-on-Sea Local Plan (March 1994)

Adopted Thurrock Local Plan (April 1994)

The plans and programmes reviewed provided the following:

- A basis for establishing sustainability objectives as part of the SA process.
- An influence over the Urban Place Supplement preparation and a higher level policy context.
- A basis for identifying potential cumulative effects of the Draft Urban Place Supplement.

4. Baseline Characteristics

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

The baseline data for the SA/SEA of the Draft Urban Place Supplement includes existing environmental and sustainability information from a range of sources, including national Government, agency websites, the 2001 Census and Essex County Council. The information the baseline data aimed to highlight is outlined below;

- the latest data for Essex County Council,
- comparators: national, regional, sub-regional, and local level data against which the status of the Essex County Council may be evaluated;
- identified targets;
- established trends; and
- environmental or sustainability problems.

Table 3 outlines the comprehensive list of the baseline data sources for both the quantitative and the qualitative information.

The baseline data topics and whether they are of economic, social or environmental significance are outlined in table 3.

Table 3 – Illustrating the Baseline Topics and whether they are of Economic, Environmental and Social Significance

Topic	Theme		
	Social	Economic	Environmental
Population			
Deprivation			
Crime			
Material Assets and Cultural Heritage			
Landscape Designations			
Biodiversity – Flora and Fauna			
Land Utilisation			

Water			
Flood Risk			
Air Quality			
Waste and recycling			
Renewable Energy			

5. Key Trends and Predicting Future Baseline

5.1 The following section describes fundamental social, economic and environmental elements of the Essex baseline context.

Location

5.2 Essex is located to north east of London and has boundaries with the counties of Suffolk, Cambridgeshire and Hertfordshire and the London Boroughs of Enfield, Waltham Forest, Redbridge and Havering. The Thames estuary, shared with the County of Kent, is on the county’s southern boundary. Essex is one the six counties which comprise the East of England Region. Map 1 illustrates the location of Essex and the geographical extent of the county.

Map 1 Location



Source: Innovation East

- 5.3 Thurrock and Southend-on-Sea, now unitary authorities were parts of the former County of Essex and, where indicated, have been included in the following sections. Within the present administrative county there are twelve District Council authorities as shown on Map 2.

Map 2 District and Unitary Authorities

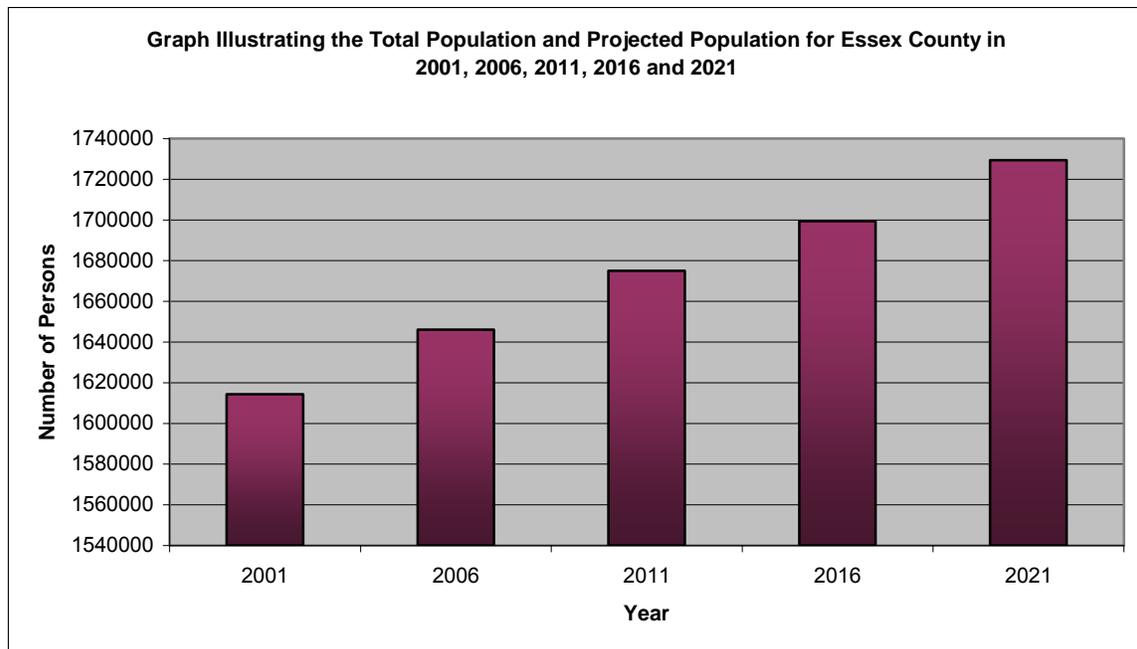


Source: Basildon District Council

Population

- 5.4 The total resident population for the County of Essex (including Southend and Thurrock) in 2001 was 1,614,400 persons, with 48.7% of the population male and 51.3% female. The sex composition of the County resembles that of the East of England, because in 2001 49.0% of the population of East of England were male, and 51.0% were female (2001 Census).
- 5.5 In analysing the social, economic and environmental characteristics of the County of Essex it is important to be aware of the projected population change anticipated for the district. Graph 1 illustrates projected population change for the County until 2021.

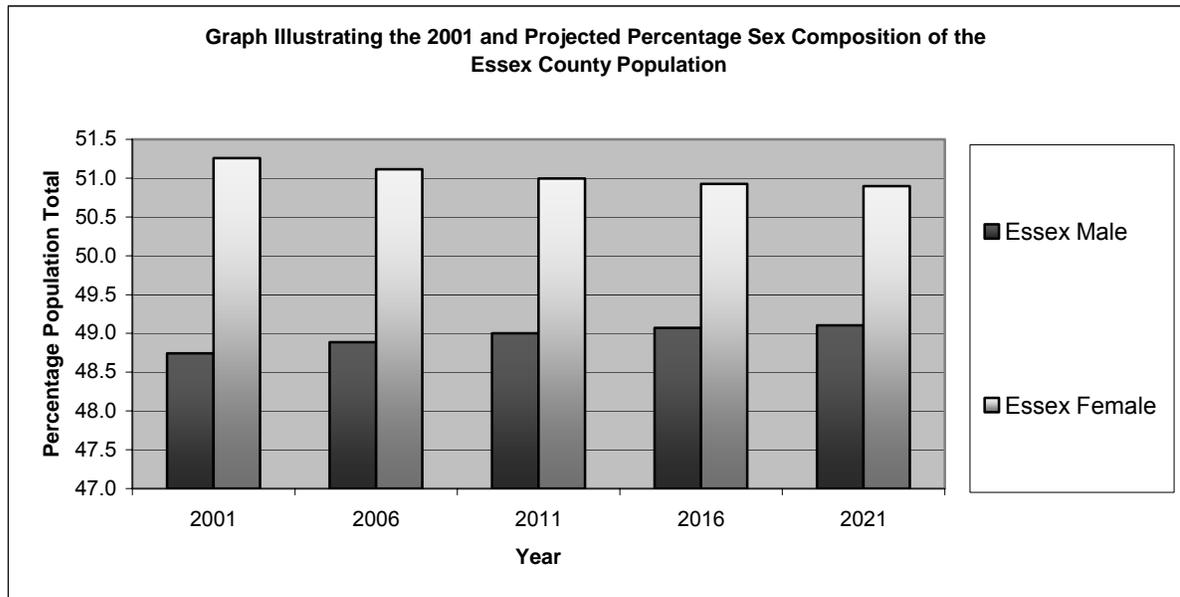
Graph 1



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

- 5.6 Graph 1 demonstrates that the population within the County of Essex in 2001 was 1,614,400 persons and is anticipated to increase by 2021 to 1,729,400 persons. The total population increase for Essex from 2001-2021 is 6.6%.
- 5.7 Graph 2 illustrates the sex composition of the projected population change throughout the County of Essex. It demonstrates that the sex composition of the Essex population will experience limited alteration from 2001-2021.

Graph 2

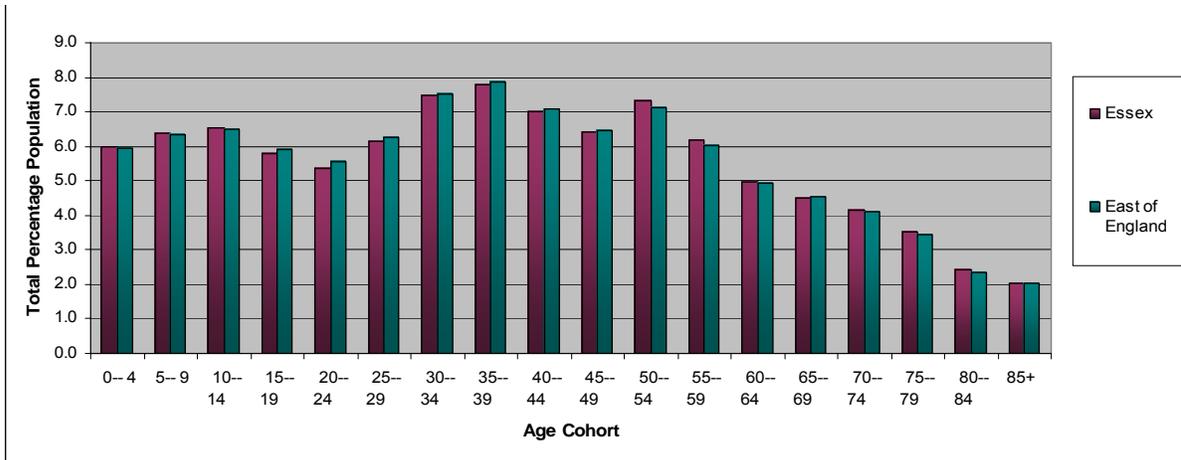


Source; Total Regional Planning Guidance 14 Submission, 29th March 2005 (Note the population projection assumes dwelling provision will be implemented at the annual average rate of provision set out in policy H2 of the Regional Spatial Strategy 14.)

Age Structure

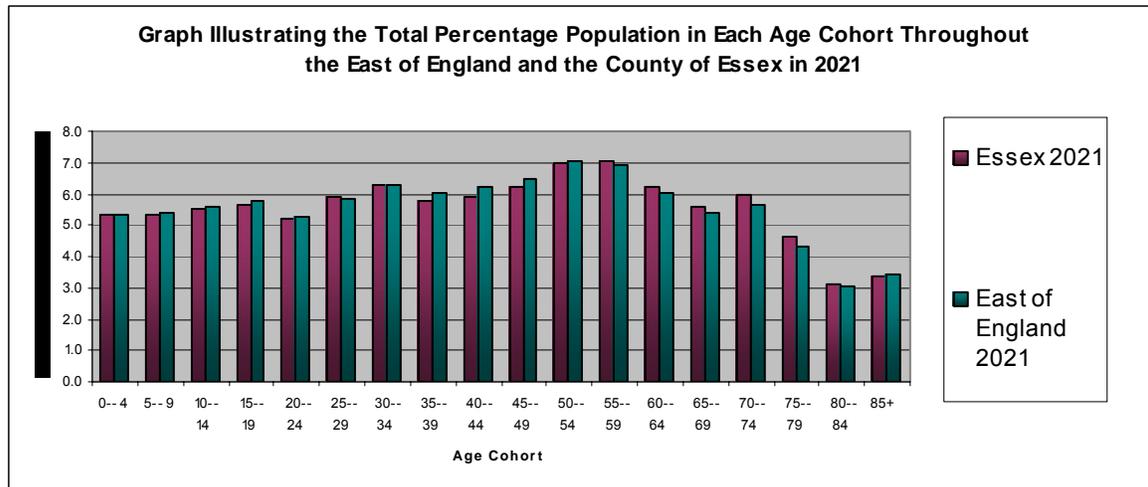
5.8 Graph 3 shows the age structure of the population in Essex County in 2001. Graph 4 shows how the population's age structure is predicted to change by 2021. In comparing 2001 figures with those of 2021, it becomes evident that the County's population will experience an increase in the proportion of persons aged 55 years or more by 2021. The proportion of children of 15 years or less is predicted to decrease in the same period. The required household size in 2021 is anticipated to be smaller. There will be fewer families with dependent children, but one or two person households are likely to increase. The combination of total population growth as shown in Graph 1 and the predicted change in age structure therefore both contribute to an increase in the total number of households.

Graph 3 Graph illustrating the Total Percentage Population in Each Age Cohort Throughout the East of England and the County of Essex in 2001



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

Graph 4



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

5.9 The increase in numbers of households will affect housing demand. The UPS aims to ensure that provision for new dwellings in Essex will occur in more sustainable development pattern to reconcile population growth with wider policy objectives such as protection of the environment and natural resources.

Housing Demand

5.10 In order to meet demand for housing the Draft East of England Plan sets out annual targets of dwellings to be provided up to 2021. The table below shows the

annual amount of dwelling provision to be made with Essex County and its districts. The table shows that Chelmsford, Colchester and Thurrock are the three districts where the largest amounts of new dwellings are to be built.

- 5.11 The UPS follows this approach by promoting development in or close to existing centres which are serviced by a wide range of facilities and well connected to public transport in order to provide future development in a more sustainable way.

Table 4 Distribution of dwelling provision 2001-2021 within Essex and its Districts

	Annual Average	Total
Essex County	6,170	123,400
Basildon	535	10,700
Braintree	385	7,700
Brentwood	145	2,900
Castle Point	200	4,000
Chelmsford	700	14,000
Colchester	855	17,100
Epping Forest	550	11,000
Harlow	400	8,000
Maldon	120	2,400
Rochford	230	4,600
Tendring	425	8,500
Uttlesford	400	8,000
Southend-on-Sea UA	300	6,000
Thurrock UA	925	18,500

Source; Draft East of England Regional Assembly

Population Density

- 5.13 Table 5 shows the number of persons per hectare and the average household size within the County of Essex and within England and Wales in 2001.

**Table 5
Table Illustrating the Population Density within the County of Essex, East of England and England and Wales in 2001**

Table 5	Density	
	Number of people Per Hectare	Average Household Size
England and Wales	3.4	2.36
East of England	2.8	2.37
Essex County	3.8	2.38
Basildon	15.1	2.38
Braintree	2.2	2.41

Brentwood	4.5	2.35
Castle Point	19.2	2.44
Chelmsford	4.6	2.4
Colchester	4.7	2.37
Epping Forest	3.6	2.37
Harlow	25.8	2.36
Maldon	1.7	2.44
Rochford	4.6	2.44
Tendring	4.1	2.21
Uttlesford	1.1	2.46
Southend-on-Sea UA	38.4	2.22
Thurrock UA	8.8	2.44

Source; Office for National Statistics, 2001

5.14 The County of Essex is more densely populated than the East of England region with 35.7% more persons per hectare and slightly higher than England and Wales (12%). Table 5 also outlines the average household size and indicates that in 2001 the County of Essex was comparable to that of the East of England and England and Wales.

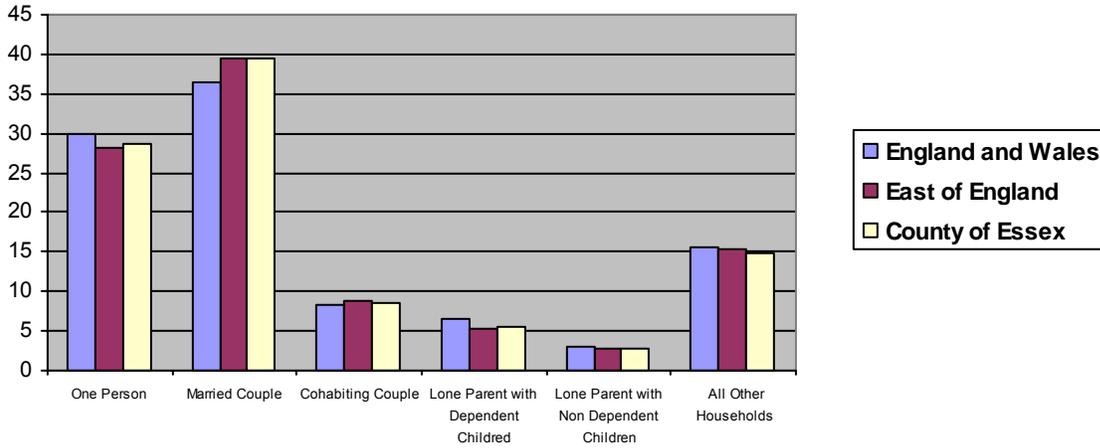
5.14a The Government's PPG3 'Housing' emphasises the need for higher densities and better design in housing schemes. As well as making more efficient use of land efficient use of land it is expected that such higher density developments will be well located in relation to transport nodes and will be on 'Brownfield' land as far as possible. In furtherance of the Government's urban renaissance programme, PPG3 stresses the importance of the need for a new approach to design in the creation of attractive environments with a wide variety of housing types, including affordable housing, within easy access of jobs and facilities.

Household Composition

5.17 Graph 5 outlines the percentage household composition for persons within England and Wales, the East of England Region and the County of Essex in 2001

Graph 5

Graph illustrating the Household Composition for Persons within England and Wales, the East of England and the County of Essex



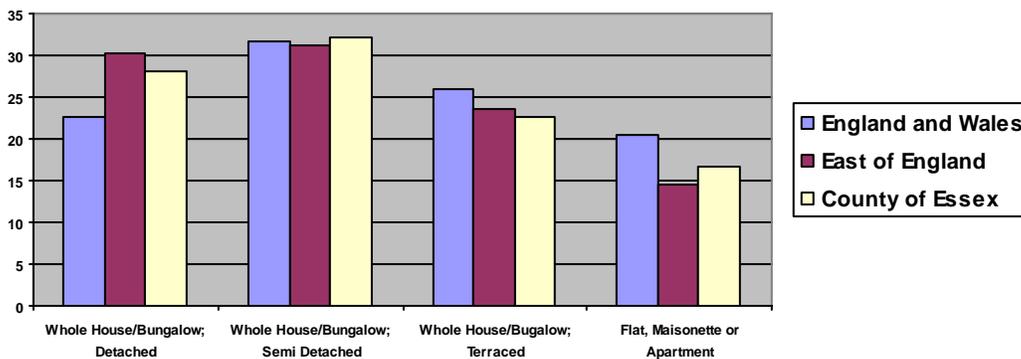
Source: Office for National Statistics, 2001

5.18 Graph 5 shows that Essex displays a very similar trend in household composition to the regional and national figures. The greatest proportion of households in the County is married persons with 39.53% of persons, while one person households within the County account for 28.7% of the population. It is important that when deciding upon the type of dwelling to construct the household composition displayed in the County is taken into account to ensure that housing needs are adequately catered for.

Dwelling Types

5.19 Graph 6 illustrates the percentage of household dwelling type within England and Wales, the East of England Region and the County of Essex.

Graph 6 Household Dwelling Type within England and Wales, the East of England and the County of Essex in 2001



Source: Office for National Statistics, 2001

5.20 Graph 6 demonstrates that the County of Essex has a similar percentage of households inhabiting a semi detached dwelling house (31.6% of the households) as compared with the regional and national averages. However the County of Essex has a greater proportion of detached dwellings than the national average and a correspondingly lower percentage of terraced and flats/maisonette dwellings. Within Essex, 28.1% of households inhabit a detached dwelling while nationally the figure is 22.8%. The County has 22.5% of households in terraced houses/bungalows and 16.7% in flats/maisonettes. The corresponding national figures are 26% and 19.2%. It is important that when deciding on the dwelling type to be constructed within the County, account is taken of the population profile and household composition. The current overall composition of dwelling types would suggest that development in the County has historically taken place at a lower density than the national average.

Predicted smaller household sizes might lead to a situation in which flatted accommodation will make up a larger proportion of the dwelling stock in the future. The UPS sets out requirements to ensure that greater density development is built at a high quality and in appropriate locations. In this way, the UPS ensures that the need for housing is accommodated in more sustainable ways.

Deprivation

5.21 The Index of Multiple Deprivation 2004 (IMD 2004) is a measure of multiple deprivation at the small area level which are recognisable and may be measured. The deprivation is therefore measured in terms of the domain. The IMD 2004 comprises of seven domains. These are:

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

5.22 There are also 6 measures that comprise the large area level (i.e. those available for district and unitary council level areas). The large area measures include four that are formulated from the Index of Multiple Deprivation (IMD) for small areas:

- Average Score – overall deprivation measure, retains range of scores;
- Average Rank - overall deprivation measure, dampens the impact of areas with extreme scores;
- Extent Score - proportion of people living in seriously deprived small areas.
- Local Concentration Score - represents the severity of deprivation in 'hotspots' (average IMD rank of worst-off areas with 10% of people)

Essex County and other upper-tier authorities

- 5.23 Compared to other upper tier English authorities Essex County falls just inside the 20% *least* deprived in terms of overall deprivation. The County ranks 121st out of 149 authorities on both Average Score and Average Rank.
- 5.24 The Extent Score shows that 5% of Essex residents live in seriously deprived neighbourhoods. Essex falls into the *least* deprived 25% of upper-tier authorities on this score (118 of 149).

Comparison with neighbours

- 5.27 Essex's regional neighbours, Hertfordshire, Cambridgeshire and Bedfordshire have slightly lower levels of overall deprivation. Norfolk and Suffolk have higher levels of overall deprivation. The region's unitary authorities all experience higher levels of deprivation than Essex. Peterborough is the most deprived upper-tier area in the region, within the 40-50% most deprived nationally (ranks 64 on Average Score) with Luton in the same band.
- 5.28 Kent is just inside the least deprived 30% of authorities, ranking 106 on Average Score compared with Essex's 121. Thames gateway Authorities such as Thurrock is ranked 122 and Southend-on-sea 114. Deprivation in these unitary authorities and the South Essex Thames Gateway area is generally higher than the Essex average.

Essex districts and other lower-tier authorities

Table 6: Essex districts rankings on ID2004 measures (national rank out of 354, 1 being the most deprived and 354 the least)

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

- 5.29 Tendring, Harlow and Basildon are the most deprived districts in Essex in terms of average deprivation across the *whole* district, which is measured by Average Score and Average Rank.

- 5.30 On the Average Score measure, Tendring is most deprived, falling just into the 29% most deprived areas nationally. It is followed by Harlow (34%) and Basildon (37%). On the Average Rank measure, Tendring is most deprived, within the most deprived 28% of authorities nationally, followed by Harlow (29%) and Basildon (40%).
- 5.31 In terms of overall deprivation across districts there is a considerable gap between the worst three areas and the next group (Colchester, Epping Forest, Braintree, Castle Point), which are in the range of 61-69% most deprived nationally. This does not mean there is not serious deprivation in small parts of these areas however – indeed this is picked up by other measures for Colchester in particular.
- 5.32 Uttlesford is the least deprived district overall by a considerable margin, among the 4% *least* deprived districts nationally. Chelmsford, Rochford and Brentwood score fairly low in terms of overall deprivation, in the 88-91% most deprived range.
- 5.33 The Extent Score shows the proportion of people living in seriously deprived small areas. These scores for Essex districts are:
- Basildon 18%
 - Tendring 14%
 - Harlow 5%
 - Colchester 4%
 - Braintree, Castle Point, Epping Forest, Rochford – all 1%
 - Brentwood, Chelmsford, Maldon, Uttlesford – all 0%
- 5.34 On this measure Basildon falls within the 29% most deprived authorities nationally.
- 5.35.1 The Local Concentration Score is highest in Tendring, among the 30% most deprived authorities nationally. It is followed by Basildon and Colchester. Harlow is next but scores relatively low, suggesting deprivation there is fairly dispersed.

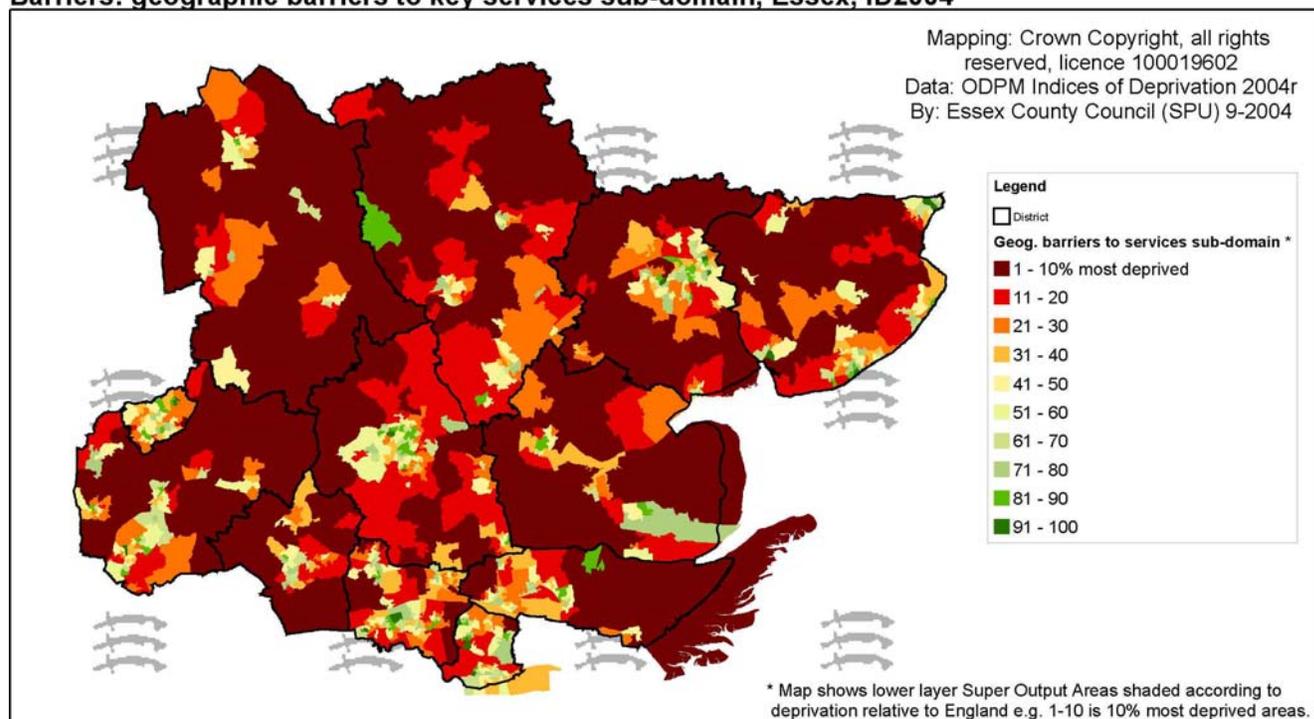
Barriers to Housing and Services Score

- 5.65 The Barriers to Housing and Services Score (henceforth Barriers Score) represents barriers to housing and key local services both in terms of geographic distance and wider issues. Of all the domains, it is probably of most interest in the Essex context. It is the domain in which the highest proportions of our small areas, 21%, are seriously deprived and one of very few national measures related to accessibility. It is also the most controversial of the domains – it is quite differently distributed to the others and its use in the IMD has been the subject of strong opposition from urban authorities.
- 5.66 The Barriers Score is split into two sub-domains, one for geographic barriers and the other for wider barriers to housing. It is helpful to consider these separately as they are distributed quite differently and quality may vary.

- 5.67 The sub-domain of Geographic Barriers combines four indicators that measure the distance by road between residents of each small area and their nearest GP, supermarket, post office and (for children only) primary school. As the map at figure 7 shows, nationally serious deprivation in terms of geographic barriers to services is found across most rural areas of the county.
- 5.68 The sub-domain of Wider Barriers represents difficulty in accessing suitable housing due to wider issues. This measure is new for 2004. Its three indicators represent household overcrowding, homelessness applications and difficulty of accessing owner-occupation (based on comparing incomes to house prices), all of which contribute equally to the overall score. Figure 8 illustrates the measure, showing that across Essex there is serious deprivation across almost all of Harlow, Colchester town centre and various parts of Tendring, however as the indicators are not presented separately it is hard to tell which are causing this.
- 5.69 The Barriers Score combines both of these sub-domains, creating the pattern seen in figure 9, where rural areas have serious deprivation as well as certain parts of Harlow and Colchester.

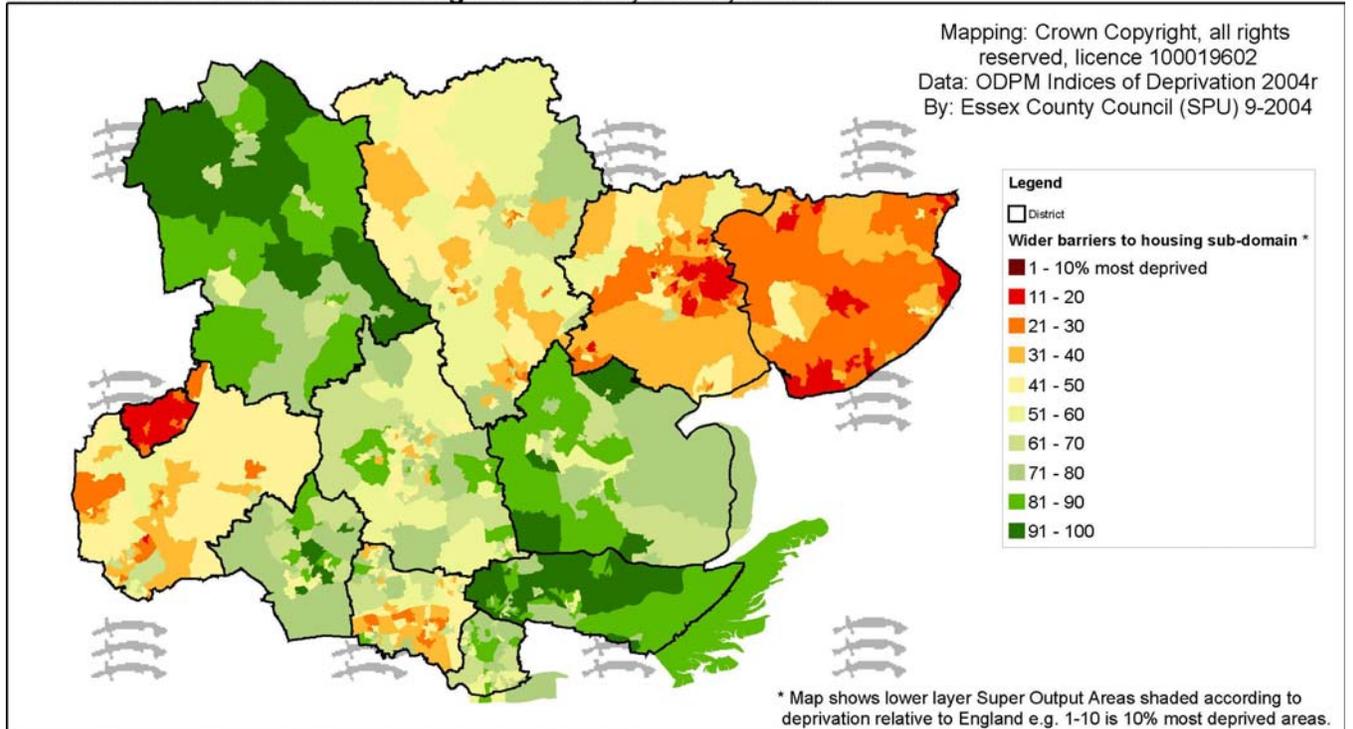
Map 3

Barriers: geographic barriers to key services sub-domain, Essex, ID2004



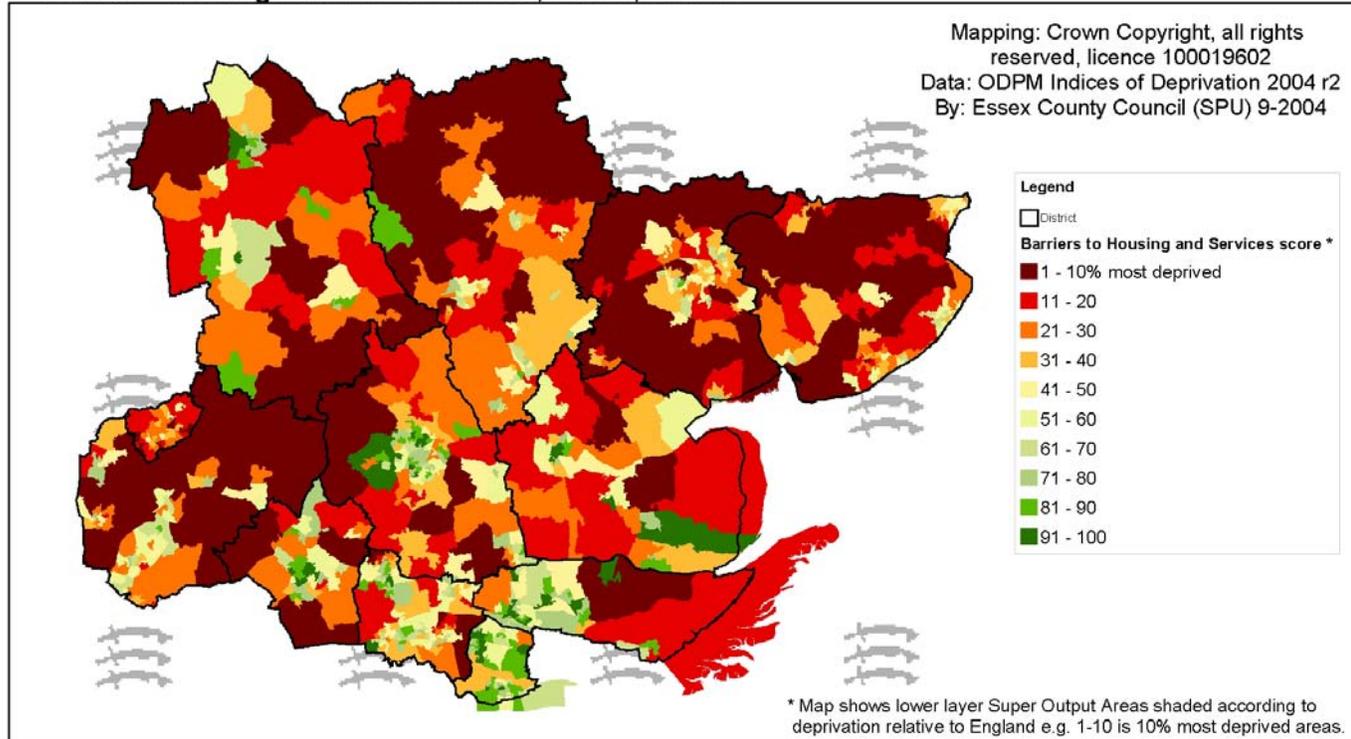
Map 4

Barriers: wider barriers to housing sub-domain, Essex, ID2004



Map 5

Barriers to Housing and Services score, Essex, ID2004

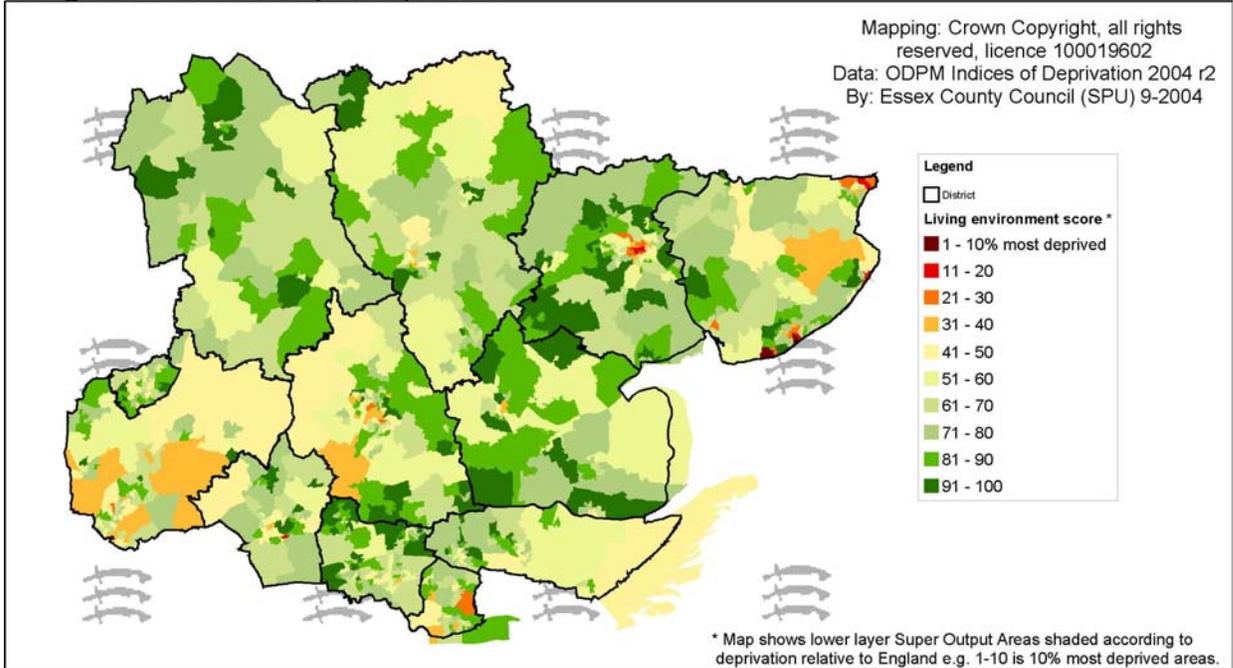


Living Environment

- 5.70 The Living Environment Domain focuses on deprivation related to characteristics of the living environment. It comprises two sub-domains: the 'indoors' living environment (which measures the quality of housing which contains measures of social and private housing in poor condition, and houses without central heating) and the 'outdoors' living environment which contains measures related to air quality and road traffic accidents.
- 5.71 On the basis of the overall Living Environment Domain, the current Essex County is not seriously deprived. Figure 10 illustrates that less than 1% of the county's 863 small areas are classified within the worst 20% nationally. These small areas affected are in Tendring (5), Colchester (2) and Brentwood (1).
- 5.72 At the more specific sub-domains, the 'Outdoors Sub-Domain' shows more small areas falling within the 20% most deprived areas. These are predominantly on the London fringe of the County in Epping Forest, and in Castle Point District.

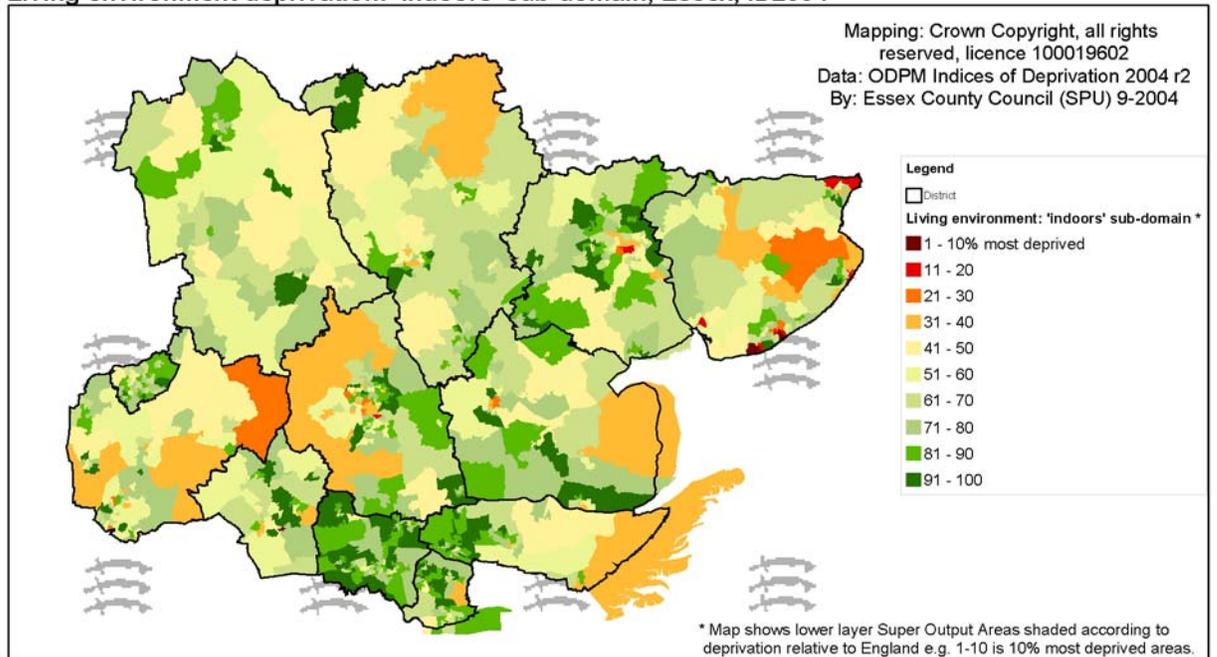
Map 6

Living environment score, Essex, ID2004



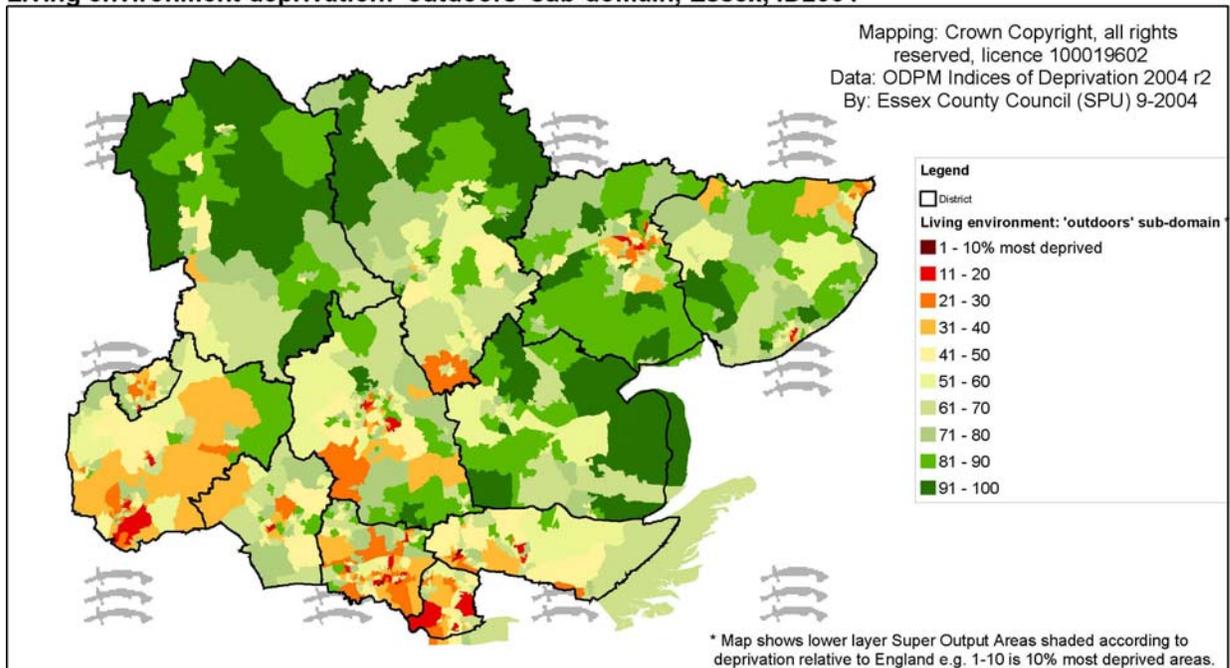
Map 7

Living environment deprivation: 'indoors' sub-domain, Essex, ID2004



Map 8

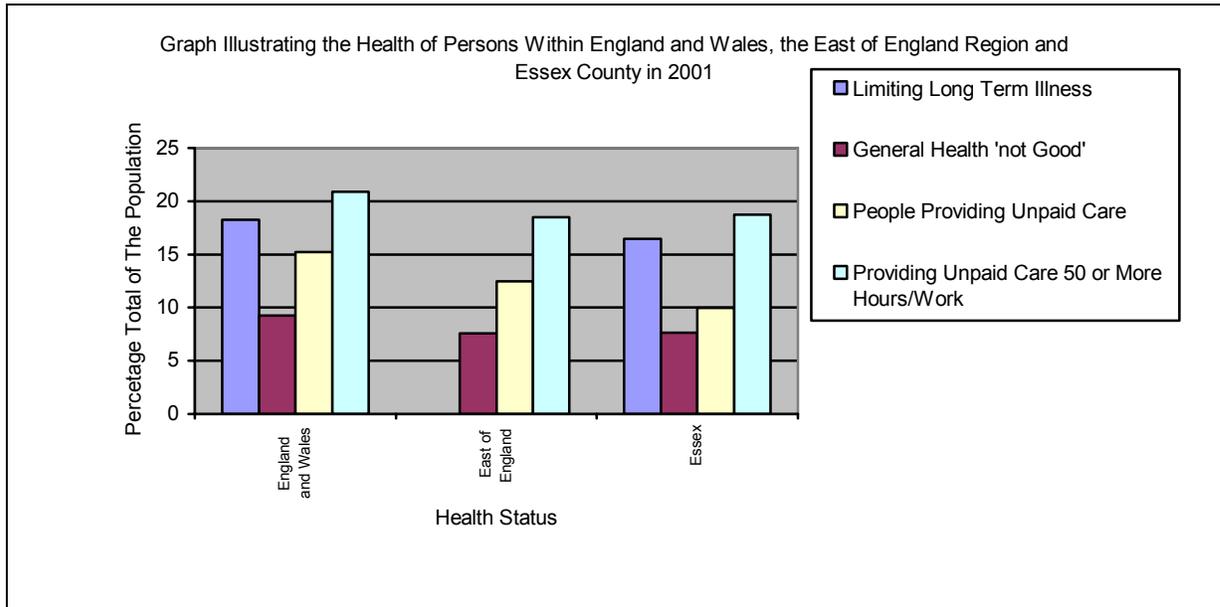
Living environment deprivation: 'outdoors' sub-domain, Essex, ID2004



Health

- 5.79 The 2001 census invited collected information regarding the respondents' general state of health. Graph 8 below illustrates the health of persons within England and Wales, the East of England region and the borough of
- 5.80.1 Graph 7 illustrating the Health of persons within England and Wales, the East of England Region, Essex County in 2001

Graph 7



Source; National statistics Online, 2004

5.81 Graph 7 demonstrates that within Essex 16.4% of people have a limiting or long term, illness, this level of persons is marginally higher than the regional proportion of 16.2% and the national level (18.2%). Similarly to the percentage of persons that have a limiting long term illness the proportion of the population that are generally not in good health within the county (7.6%) is similar to the regional proportion (7.6%) but differs more greatly from the national level (9.2%). The proportion of persons classified as 'providing unpaid care' within Essex is similar to the regional and national proportions.

5.82 The health services currently available within the region of Essex are set out in table 7.

Table 7

Health Service/Provision	Number
Doctor Surgeries	344
Clinics	144
Dentists	246
Opticians	160
Pharmacies	284
Hospitals	43

Source; National Health Service, Online

Crime

5.83 The crime deprivation domain is less than the average England and Wales's score, to analyse this further more information has been collated regarding actual crime statistics. Table 8 illustrates the total number of offences per 1000 persons of the population from 2003-2004, within the England and Wales, the East of England region and Essex County.

Table 8

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

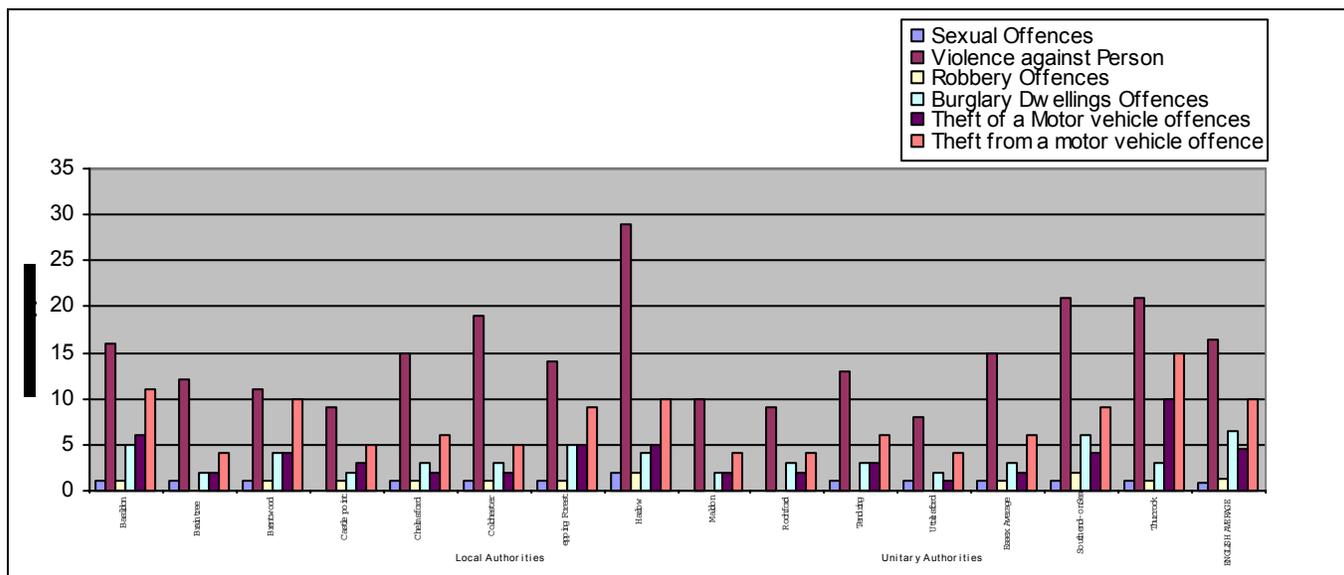
Source; Crime Statistics Online, Home Office

5.84 Table 8 indicates that the crime rates per 1000 of the population for Essex remained fairly constant from April 2003 to March 2004. The crime figures for Essex are lower than the national and regional statistics. In a national sense the County performs well, However overall the national incidences of crime are shown a downward trend, whilst the Country incidences of crime appear more stable.

5.85.1 The types of crimes committed give an indication to the seriousness of the crimes committed within the area. The type of criminal offences committed per 1000 of the population for Local Authorities, Unitary Authorities; Essex County and the English average for 2004/05 are outlined in graph 8

Graph 8 Criminal offences committed per 1000 of the population for Local Authorities, Unitary Authorities; Essex County and the English average for 2004/05

Graph 8 Criminal offences committed per 1000 of the population for Local Authorities, Unitary Authorities; Essex County and the English average for 2004/05



5.85.2 Graph 8 indicates that Essex has a higher incidence of sexual offences (1 per 1000 of the population) in comparison to the English average. Essex has a lower incidence of robbery offences, burglary dwelling offences, theft of motor vehicle offences, and theft from a motor vehicle offence in comparison to the English average.

Material Assets and Cultural Heritage

5.87a Physical remainders of the past form a central part of Essex’s cultural heritage and are of value as educational, cultural and recreational resources. The conservation of the wider historic environment contributes to the character and distinctiveness of the County. Policies and programmes work towards the conservation of cultural heritage, and include the promotion of repair and re-use of historic buildings. However, particularly in areas of growth, the impact of development on the historic environment needs appropriate consideration. Planning authorities should ensure that historic features as an important asset of a locality contribute to the quality of places and their regeneration.

5.88 National policy for the protection of the historic environment is set out in PPG 15 “Planning and the Historic Environment” and PPG 16 “Archaeology and Planning”. A range of historical features enjoy statutory protection. They include historic landscapes, townscapes and parks as well as individual buildings. Statutory protection of archaeological sites is set out in the Ancient Monuments and Archaeological Areas Act (1979), protection for listed buildings and conservation areas is covered by the Listed Buildings and Conservation Areas Act (1990). The list below shows the numbers of scheduled monuments, conservation areas and registered parks and gardens in Essex, Southend and Thurrock. Figure 14 in Annex 2 shows their geographical spread.

Table 9 Scheduled monuments, conservation areas and registered parks & gardens in Essex, Southend and Thurrock, 2005

Scheduled Monuments, Conservation Areas and Registered Parks & Gardens in Essex, Southend and Thurrock		
Scheduled Monuments	Conservation Areas	Registered Parks and Gardens
319	233	38

Source: ECC, 2005

Listed Buildings

5.89 A listed building is regarded as a structure that is of national or architectural interest therefore listed buildings are not purely older buildings. Essex, Thurrock and Southend-on Sea have more than 14,000 listed buildings; many of them located within the conservation areas of historic towns.

Table 10 Listed Buildings by Grade within Essex, Southend and Thurrock, 2005

Grade of listed Building	Total Numbers in Essex, Thurrock and Southend-on-Sea
Grade I	264
Grade II*	721
Grade II	13214
Grade A	3
Grade B	44
Grade C	11
Grade D	11
Total	14,267

Source: ECC, 2005

5.90 FIG. 15 in Annex 2 shows the distribution of listed buildings throughout Essex, Thurrock and Southend-on-Sea. The highest concentrations of listed buildings are in the central and north-eastern part of the county, particular in the town centres of Braintree, Chelmsford, Colchester and Witham. South of Chelmsford and along the Thames, the density of listed buildings is comparatively lower.

5.91 Essex County Council in conjunction with Thurrock Unitary Authority and Southend-on-Sea each produce an annual "Historic Buildings at Risk" Register to monitor buildings vulnerable to neglect and decay. The objective of the Register is to outline the state of repair of these buildings with the intention of instigating action towards securing their long term conservation. Table 11 illustrates the number of buildings at risk in 2003, 2004 and 2005, while table 12 shows the number of listed buildings removed from the risk register.

Table 11 Illustrates the Number of Buildings at Risk in 2003, 2004, and 2005

Administrative Area	At Risk			Newly at risk		
	2005	2004	2003	2005	2004	2003
Basildon	3	2	3	0	1	0
Braintree	32	27	29	4	9	5
Brentwood	10	9	6	2	1	3
Castle Point	1	1	2	0	0	0
Chelmsford	6	8	4	0	0	4
Colchester	26	21	29	0	5	0
Epping Forest	15	12	16	1	3	0
Harlow	3	3	3	0	0	0
Maldon	11	6	8	2	5	0
Rochford	7	8	10	0	0	0
Tendring	27	26	25	0	4	2
Thurrock UA	15	17	17	2	0	0
Uttlesford	17	17	17	0	3	0
Total	173	157	169	11	31	14
Total At Risk (inc newly at risk)	184	188	183			

Source: Essex County Council, 2005

Table 12 Illustrates the Total Number of Listed Buildings Removed from the 'At Risk Register'

Administrative Area	No longer at risk		
	2005	2004	2003
Basildon	0	1	0
Braintree	4	7	9
Brentwood	0	0	3
Castle Point	0	1	0
Chelmsford	2	0	0
Colchester	0	8	1
Epping Forest	0	4	0
Harlow	0	0	1
Maldon	0	2	3
Rochford	1	2	0
Tendring	2	1	4

Thurrock UA	2	0	1
Uttlesford	3	0	2
Total	15	26	24

Source: Essex County Council, 2005

5.92.1 The register addresses a 'moving target' and as some buildings are repaired and taken off, others become 'at risk' and are added. The success of the Register may be measured by the number of buildings removed from the list annually.

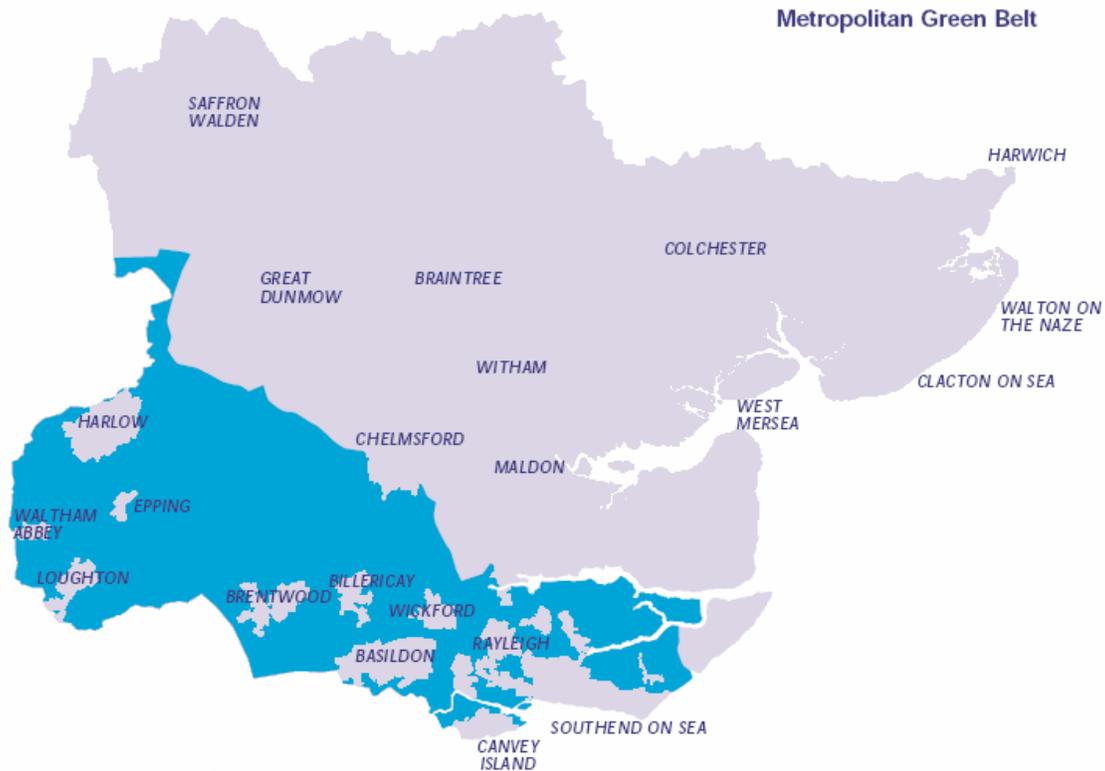
5.92a The UPS encourages development that is appropriate to local context and makes the most out of existing assets. Listed buildings contribute to the distinctiveness of a place and can act as a driver for regeneration. UPS requirements help to ensure that new development is in keeping with its surroundings and protects localities from inappropriate development.

Countryside

Metropolitan Green Belt

5.93 A large area of the south-western part of Essex including Thurrock and Southend-on-Sea forms part of the Metropolitan Green Belt (MGB) surrounding Greater London. The MGB designation has been in place for almost 50 years. Its main objective is to prevent urban sprawl by keeping land open within the countryside surrounding the metropolitan area of Greater London. PPG2 "Green Belts" sets out the policies for land within the MGB. Greenbelt land in the Thames Gateway in South Essex has come under pressure for development and reviews of green belt land will be necessary to respond to the Government's Sustainable Communities Plan. In areas green belt land is lost; interventions may be needed to mitigate the impacts of increased development.

Map 9 Green Belt Distribution within Essex, Southend and Thurrock
2001



Source: Essex and Southend-on-Sea Replacement Structure Plan, 2001

Nature Conservation Areas

5.94 The East of England is renowned for its lowland habitats, many of which have been designated as of both national and international importance. In Essex, over 80 sites have been designated as Sites of Special Scientific Interest (SSSI) by English Nature because of their national importance for wildlife or earth science features. Some of these have received higher protection status and include RAMSAR Sites, Special Areas of Conservation (SAC), Special Protection Areas (SPA), National Nature Reserves (NNR) and Ancient Woodlands. Epping Forest is a candidate Special Area of Conservation. A Marine Special Area of Conservation covers the estuaries of the rivers Colne, Blackwater, Crouch and Roach. The Essex and Southend on Sea coast is among the top five coastal wetlands in the UK and is of international importance.

Landscape Designations

5.95 The Dedham Vale Area of Outstanding Natural runs across the border of Essex and Suffolk. In Essex, it is situated in the districts of Tendring and Colchester. Figure 16 in Annex 2 shows Nature Conservation Areas and Landscape Designations in Essex, Thurrock and Southend.

- 5.96.1 Designated areas, together with statutorily protected species enjoy highest levels of protection in local development plans and national policy, such as PPG9 "Nature Conservation". Important wildlife however is not restricted to designated areas and is found throughout the region. Increased pressure for development in Essex continues to threaten natural habitats. Many wildlife sites, for example heathlands, are fragmented and isolated, leaving them vulnerable to damage. According to EERA (2004), over one hundred species have disappeared from the East of England in this century.
- 5.97 The UPS follows the approach of sustainable construction which involves waste recycling, designing for reduced energy use, sustainable drainage systems and designing to conserve water. All these measures, in a wider sense have an effect on maintaining and preserving the natural environment.

Biodiversity

- 5.97 Following the global increased awareness of the loss of biodiversity and increased pressure from environmental organisations within the UK, Central Government published a UK Action Plan in 1995. In 1999, Essex followed with the publication of its own Biodiversity Action Plan (EBAP) which concentrates on species confined to or characteristic of Essex. The EBAP currently contains action plans for 25 species and 10 habitats.

Table 13 EBAP action plan species

Mammals: Brown hare Dormouse Grey Harbour Porpoise Otter Pipistrelle bats Water vole	Birds: Bittern Partridge Skylark Song Thrush Stone Curlew
Other vertebrates: Great Crested Newt Twaite shad	Plants: Black poplar Hog's fennel Oxlip
Invertebrates: Bright wave moth Des Moulins' whorl snail Fisher's estuarine moth Heath fritillary Hornet robberfly Shining ramshorn snail Shrill carder bee Stag beetle White clawed crayfish	Habitats: Hedgerows Ancient Woodland Cereal field margin Coastal grazing marsh Seagrass beds Heathland Old orchards Reedbeds Saline lagoons Urban areas

Source: EBAP, 1999

5.98 The requirements for further growth, particularly in the South of Essex put pressure on natural resources and habitats. In order to improve or maintain biodiversity in Essex, new development needs to be reconciled with the protection of the County's natural assets.

5.98a By encouraging innovative development which incorporates natural assets in the built up environment the UPS aims to protect biodiversity.

Land Utilisation

5.99 In 2000 the Office of the Deputy Prime Minister outlined a target of 60% of new housing development to be located on previously developed land. Since 2002/2003 Essex has exceeded this target and continually increased the number of new housing development on previously developed land. This general trend however conceals a great variation within the districts. Brentwood and Epping Forest built 100% of residential developments on Brownfield land in 2004/2005, whereas Basildon and Harlow only reached 10.37% and 11.76% respectively during the same period. On a County wide level however, figures have increased continuously. If Thurrock and Southend are included, more than 80% of new dwellings were built on Brownfield land in 2004/2005.

Table 14 Percentages of New Dwellings Completed on Previously Developed Land

District	2001-2002	2002-2003	2003-2004	2004-2005
Basildon	14%	42%	16%	10%
Braintree	47%	23%	65%	72%
Brentwood	98%	94%	99%	100%
Castle Point	79%	81%	87%	100%
Chelmsford	50%	54%	59%	60%
Colchester	55%	70%	85%	95%
Epping Forrest	78%	70%	89%	100%
Harlow	15%	17%	20%	12%
Maldon	57%	87%	78%	98%
Rochford	33%	41%	61%	60%
Tendring	66%	95%	95%	94%
Uttlesford	55%	73%	77%	50%
Essex	53%	60%	72%	78%
Southend	100%	100%	100%	100%
Thurrock	90%	79%	93%	96%
Old Essex	64%	65%	76%	83%

Source: ECC, Epping Forest District Council, Southend-on-Sea Borough Council, Thurrock Council, 2005

Water Management

- 5.100 Water resource management has a tremendous impact on the environment. It is of particular importance for Essex, which is not only one of the driest counties in England but one with the fastest growing population. Annual rainfall in Essex is only 65% of the average in England and Wales. Changes in policy at national and international level have led to improvements in water quality in recent years. However, analysis shows that after improvements in the 1990s, water quality shows little change since 2000, and climate change and diffuse pollution threaten the current position. At the same time, population growth and lifestyle have furthered the competition for scarce water resources.
- 5.102 The Water Framework Directive 2000/60/EC (WFD) rationalises and updates existing EC water legislation, introducing an integrated and coordinated approach to water management, through a statutory system of analysis and planning based upon the river basin. Its objective is to establish a Community framework for the protection of inland surface waters, transitional waters, coastal waters and groundwater, in order to prevent and reduce pollution, promote sustainable water use, protect the aquatic environment, improve the status of aquatic ecosystems and mitigate the effects of floods and droughts. DEFRA has responsibility for the implementation of the WFD in the UK, with much of the implementation work being undertaken by the Environment Agency. At present, analysis of surface and groundwater characteristics, review of the environmental impact of human activity, economic analysis of water use (article 5) and the establishment of registers of protected areas (articles 6 and 7) are being undertaken. The Water Framework Directive target is for all inland and coastal waters to reach 'good status' by 2015 (status to be defined in terms of ecological, chemical, quantitative status). The UPS addresses water resource management in two different ways. It requires new development to provide facilities for water conservation and thus helps to reduce the consumption of water. Secondly, the UPS promotes the use of sustainable drainage systems to ensure that new development contributes to the reduction of water pollution and flood risk.

Flooding

- 5.107 Essex has many low lying areas, some of which are below sea level. This includes areas of river floodplains at the rivers Thames, Crouch, Chelmer, Colne and Stour, and the County's long coastline. Following devastating floods in 1953, extensive sea walls were constructed on the Essex coast to protect human life and property. However, the County's vulnerability to coastal and river flooding has remained and is likely to increase as a result of climate change. Erosion affects 90% of the Essex and Southend coastline. Government recommends that coastal defence authorities should plan ahead for a sea level rise of 6 mm per year. A study of Eastern England found significant stretches of its coastline where the low water mark was advancing inland by a metre or more a year (ECC and Southend-on-Sea Borough Council, 2001). The increasing risk of flooding is likely to put further strain on existing flood defences and many existing flood defences will have to be improved. In underdeveloped areas however, a "managed retreat" might be a more beneficial response. An important aspect of

preventing flood risk is the water management within the built up environment. EERA (2004) recommends that planning authorities ensure that new development should (1) not add to the risk of flooding and (2) reduce flooding pressure by using appropriate sustainable drainage systems.

5.107a PPG25 “Development and Flood Risk” points out the potential impact new development poses for flood risk. Development reduces surface permeability by replacing vegetated ground with roofs and paved areas. This reduces the amount of water infiltrating into the ground and increases surface run-off. Any built-up area, therefore, needs to be drained to remove excess water. The alteration of natural flow patterns in terms of increases in both the total quantity and peak flows of run-off through the extension of built development can lead to problems elsewhere within the river catchments, particularly flooding downstream. Increased flow rates can also cause erosion and damage stream and streamside habitats. Water quality issues are also important because pollutants from built up areas are washed into rivers or groundwater, harming fish and wildlife and being difficult to clean up. National policy promotes the use of sustainable drainages as a means to help reducing flood risk.

5.07b The UPS follows this approach by promoting rainwater harvesting facilities and sustainable drainages as a means to conserve water and reduce surface run-off. By setting out requirements for new development to conserve water, the UPS aims to insure that new development does not increase flood risk, makes better use of the resource water. It further encourages the use of water storage bodies within developments as a means to enhance public space and provide natural habitats within the built up environment

Map 10 Land in Essex and Southend below 5 Metre Contour



Source: ECC and Southend-on-Sea Borough Council, 2005

5.108 Figure 17 in Annex 2 shows areas at flood risk. The coloured areas include areas that could be flooded (1) from the sea by a flood that has a 0.5% (1 in 200) or greater chance of happening each year or (2) or from a river by a flood that has a

1% (1 in 100) or greater chance of happening each year. The map shows the extent to which the coastal belt is affected by flood risk. River floodplains at risk include the rivers Stour, Colne, Chelmer, Crouch and the Thames estuary.

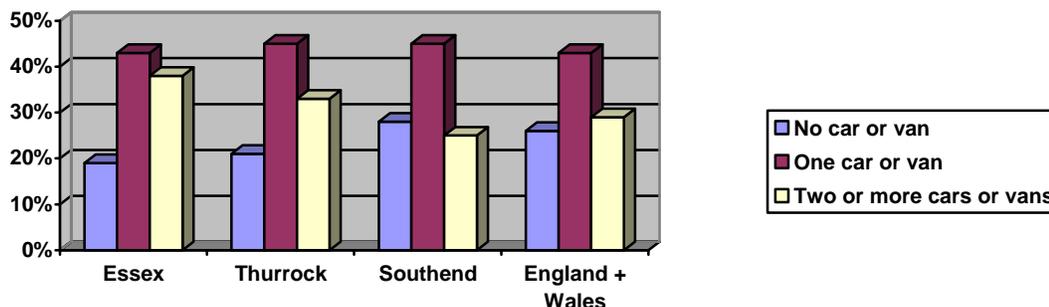
River Quality

- 5.103 The Environment Agency is the statutory body that monitors river quality in England in an annual General Quality Assessment (GQA). Several aspects of river quality are assessed in this scheme; they include biological and chemical water quality and phosphate and nitrate levels.
- 5.104 Monitoring of river water quality since 1990 has shown that significant improvements were made in the 1990s and partly up to 2000 in Essex, Southend and Thurrock. However, these improvements could not always be sustained and in parts started to deteriorate in 2000. Particularly in Thurrock, most recent figures for biological and chemical quality are significantly lower than both the 1995 and 2000 figures. In Southend, the most recent figures for river quality are poorer than those of 1995. The UPS addresses this problem by requiring new development to provide for better water management. The reduction of surface water run off helps to reduce the pollution of rivers and helps to maintain river quality.

Air Quality and Transport

- 5.109 The mode of transport that people use to travel to work has implications upon the air quality of a particular locality. High private car use as a mode of travel to work is likely to contribute to poor air quality. Travel to work patterns play an important role for air quality in Essex. In Essex, 58% of the population travelled to work by private transport, in Southend this figure is slightly higher at 59%. In Thurrock only 52% of the population travel to work by private transport. This compares to an average of 56% in England and Wales. Conversely, 15% of the workforce in Essex uses public transportation (19% in Southend and Thurrock) compared to 14% in England and Wales. Use of public transport in Essex is particularly high in the districts of Brentwood (23%) Basildon (20%). The use of private transport is highest in Maldon (63%) and Uttlesford (62%).
- 5.110 The average distance travelled to a fixed place of work is almost a third higher in Essex (18.15 km) than on a national level (13.39 km in England and Wales). Average travel to work distances in Thurrock and Southend are 15.47 km and 17.21 km respectively. Due to the long travel distances in these areas comparatively few people travel by bicycle or on foot.

Graph 9 Car and Van Ownership Averages within England and Wales, Essex, Southend and Thurrock



5.111 Graph 9 shows that car ownership is much higher in Essex than on the national average. 26.78 % of households in England and Wales own no cars or vans. In Essex this figure is only 18.5%. Similarly, 38.7% of all Essex households own two cars or more compared to 29.4% in England and Wales.

5.112 In Graph 9, the combination of comparatively high numbers of car ownership and long distances travelled to work means that the use of private transport is a significant factor for air pollution in the County. An increase in travelling to work by public transport, and a reduction in travelling to work by car could significantly improve the air quality in Essex

Air Quality Management

5.113 The Essex air quality assessments have shown road transport to be the main source of air pollution in the County, with the main pollutants of concern being nitrogen dioxide (NO₂) and particulates (PM₁₀). The most significant transport related air quality problems are associated with roads that regularly experience congestion and those which have high traffic flows. Additionally, the ‘canyon’ characteristics of some streets in urban areas can result in air quality problems where traffic flows are relatively low.

5.114 Quality Management Areas (AQMA’s) are designated sites where the air quality fails to meet national air quality standards. Table 15 shows the current pollution hotspots in Essex.

Table 15 AQMAs and Air quality hotspots in Essex 2005

District / Borough	AQMA / air quality hotspot	Pollutant	Current Status
Basildon	A132 / A1321	NO ₂ / PM ₁₀	Additional monitoring being done. AQMA unlikely at this stage.
Braintree	None at present		
Brentwood	A12/M25 Junction	NO ₂	AQMA declared January 2005
	M25 (Nags Head Lane)	NO ₂	AQMA declared January 2005
	A12 (Greenshaw)	NO ₂	AQMA declared January 2005
	A12 (Warecot Road)	NO ₂	AQMA declared January 2005

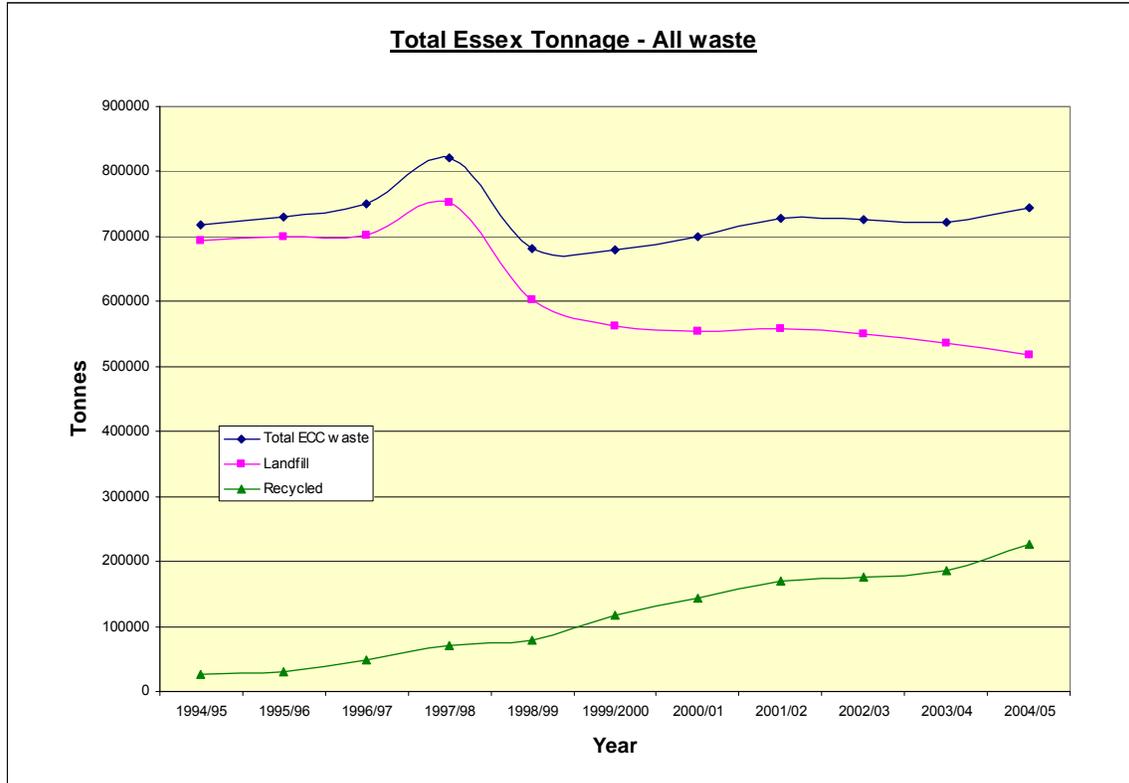
	A12 (Hey Bridge)	NO ₂	AQMA declared January 2005
	A12 (Ingatestone)	NO ₂	AQMA declared January 2005
	A128/A1023 Wilson's Corner Junction	NO ₂	AQMA declared January 2005
Castle Point	None at present		
Chelmsford	Army and Navy roundabout	NO ₂	AQMA declared December 2005
Colchester	Mersea Road	NO ₂	AQMA declared May 2001
	Brook Street	NO ₂	AQMA declared January 2006
	Cowdray Avenue	NO ₂	High concentrations but no need for AQMA at present.
	Marks Tey A12 / A120 junction	NO ₂	High concentrations but no need for AQMA at present.
Epping Forest	A121, Epping High Street	NO ₂	High concentrations but no need for AQMA at present.
Harlow	A414, other busy roads in District	NO ₂	High concentrations but no need for AQMA at present.
Maldon	None at present		
Rochford	Eastwood Rd / High St junction, Rayleigh	NO ₂	Additional monitoring being done. AQMA unlikely at this stage.
Tendring	A120	NO ₂	Likely impact with development of Bathside Bay and resulting increase in freight traffic.
Uttlesford	Busy routes in Saffron Walden	NO ₂	High concentrations but no need for AQMA at present.

Source: ECC, 2005

Waste and Recycling

5.115 Each year Essex households throw away over 700,000 tonnes of rubbish, about 500kg for every adult and child living in the county. Local authorities are required to manage the waste stream to ensure more is recycled; the current County recycling rate is 29.8%, a figure that has increased each year for the past 10 years as shown on graph 10. The percentage of waste going to landfill has been reducing over the same period.

Graph 10



Source: ECC Waste and Recycling

5.116 Over the last 8 years, waste in Essex has grown on average by over 3 per cent each year. If the current growth rate continues, by 2020 there will be approaching twice the amount of rubbish that there is now, perhaps needing more sites to deal with it.

5.117 The countywide recycling figure covers a range of performances at a local level. Table 16 provides information on the recycling/composting performance achieved by each Waste Collection Authority in 2003/04. Different circumstances pertaining in each district do not make these figures directly comparable.

Table 16 Essex District Recycling Figures; Performance against waste-related Performance Indicators 2003/2004

Authority	2003/04 reported % household waste recycled	2003/04 reported % household waste composted	2003/04 performance total %
Basildon	11.4	7.5	18.9
Braintree	17.2	4.1	21.3
Brentwood	9.2	5.35	14.55
Castle Point	9.15	8.84	18.0
Chelmsford	16.75	6.8	23.55
Colchester	17.7	7.2	24.9
Epping Forest	12.9	9.9	22.8
Harlow	12.5	0.5	13.0
Maldon	14.1	3.09	17.2
Rochford	7.38	2.62	10.0
Tendring	15.2	0.0	15.2
Uttlesford	19.15	1.24	20.39
Essex Average			18.9 (weighted)

Source: Council Best Value Performance Plans 2003/04

5.118 10 years or so ago, the priority would have been to identify adequate local landfill capacity; more recently attention has changed to increasing recycling, but now the focus is treating/diverting biodegradable waste from landfill in order to comply with the diversion requirements of the EU Landfill Directive.

5.119 Waste management and recycling will PPS10 points out the urgent need to manage waste more effectively and to reduce the total amount of waste that is disposed. The UPS aims to address this in three ways. It sets out design requirements for new development which support sustainable waste management for private households. By providing a coherent approach on county level the UPS aims to help to streamline waste management and helping to increase the amount of waste that is recycled.

Renewable Energy

5.120 The UK Government set a target to generate 10% of its electricity from renewable energy resources; carbon dioxide emission is to be reduced by 60% by 2050. The Draft East of England Plan requires all new development of over 1000 sqm or 50 dwellings to provide at least 10% of their energy requirements through renewable power generation. At the moment however, renewable energy resources account for 2% of all energy resources in the UK and in the East of England, the number of small scale renewable energy is currently low.

- 5.121 Small scale renewable energy projects in new residential and mixed use development can play an important role in meeting targets and reducing carbon emission. These measures include the use of solar panels, biomass heating, small scale wind turbines, photovoltaic cells and combined heat and power schemes. PPG22 “Renewable Energy” encourages local authorities to support these schemes through positively expressed policies in local development documents.
- 5.122 The UPS responds to these requirements by promoting a wide range of energy saving measures. It gives design guidance on how energy saving measures can be incorporated in mixed use and residential development and thus helps with achieving wider policy objectives.

SEA Objectives, Targets and Indicators

8. SEA Objectives:

8.1 The utilisation of sustainability objectives is a recognised methodology for considering the environmental effects of a plan and programme and comparing the effects of the alternatives. They serve a different purpose to the objectives of the Draft Urban Place Supplement. The sustainability objectives are utilised to show whether the objectives of the plan and programme are beneficial for the environment, to compare the environmental effects of the alternatives or to suggest improvements.

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

Annex 1 (f) of the SEA Directive states that ‘the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors’ should be analysed. The sustainability objectives identified for the assessment of the Draft Urban Place Supplement are outlined in table 17. Table 17 also highlights the relationship with the SEA Directive, the source of the objectives and the related issues.

Table 17

SEA Directive Significant Effects	SEA/SA Objective	Source	Issues
Biodiversity Flora Fauna	1. To conserve and enhance the biodiversity and to conserve designated areas	PPS 9 (2005) EBAP	* Biological Designations and Geological Designations for example nature conservation areas and Landscape designation * Species Diversity
	2. Integrate green space in new developments to provide for biodiversity within the built up area	PPG3 CABE (Start with the park July 2005)	
Population and household growth	3. Provide a decent home for everyone and affordable housing for all those on low	East of England Plan Draft revision (RSS 14), 2004; Essex & Southend-on-Sea	* Indices of Multiple Deprivation (2004) * Census, 2001 – Population

	incomes.	Replacement Structure Plan, 2001	profile characteristics, number of persons per hectare, average household size. * Population Projections * Affordability * Housing Need Survey – Number of homeless/temporary accommodation. * Barriers to housing and services * Living environment
	4. Deliver most additional housing at higher densities in urban areas with preference to sustainable locations	PPG3 CABE (By Design: urban design in the planning system towards better practice May 2000) CABE (Building for life November 2005)	
	5. Ensure high design quality to create attractive living environments where people will chose to live	PPG3 CABE (The Value of Housing design and layout January 2003) Urban Design Compendium (English partnerships 2003)	
	6. More sustainable development patterns through good access to public transport mix of uses and greater intensity of development where possible.	PPG3 ODPM (Sustainable Communities July 2003) CABE (Building sustainable Communities January 2003)	
Soil	7. In locating new development priority should be given to previously developed land, underused land and vacant buildings	PPG3	* Essex County Council monitoring statistics * Population densities
	8. More efficient use of land by reviewing planning policy and standards		
Water Flood risk	9. New development not to increase flooding or river pollution	PPG25	* Flood Risk * Use of sustainable drainage * Per capita water consumption
	10. New development to help to reduce water consumption per capita		
Air Transport	11. Improve air quality	PPG13, Local Transport Plan, ECC CABE (Making Places July 205)	* Air quality Management Areas AQMAs) * Threshold Areas
	12. Promote more sustainable transport choices		

Climatic Factors	13. Reduce the need to travel by private transport.		* Census, 2001 – Mode of travel to work, Car Ownership * Mode of Travel Data – LTP2 Annual Monitoring Information
Material Assets	14. Use heritage as driver for regeneration by integrating old buildings in the living and working community	PPG15, PPG16	* Listed Buildings * Scheduled Ancient Monuments * Conservation Areas * Listed Buildings at Risk Register
Cultural Heritage	15. Design new development carefully with respect to the historic context		
Waste Management	16. Increase the proportion of waste to be recycled	PPS10	* Performance of waste management facilities
	17. Increase the efficiency of waste management facilities		* Proportion of waste to be recycled
Renewable Energy	18. Promote the use of renewable energy	PPS22, PPS23	* Energy consumption
	19. Minimise pollution and resource consumption		* Reduction in the use of fossil fuels

8.1 Assessing the Compatibility of the Objectives

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

Matrix 1

Matrix Illustrating the Compatibility Appraisal of the SEA Objectives

SEA Objectives	2	VC																	
	3	N	C																
	4	C	N	C															
	5	N	C	C	C														
	6	C	N	C	VC	C													
	7	VC	N	C	VC	C	VC												
	8	VC	N	C	VC	N	VC	VC											
	9	VC	C	C	C	C	C	C	C										
	10	VC	C	N	N	C	N	N	C	VC									
	11	C	C	C	C	C	C	C	C	N	N								
	12	C	N	N	C	N	VC	VC	VC	N	N	VC							
	13	C	N	N	VC	N	VC	VC	VC	N	N	VC	VC						
	14	N	N	C	C	VC	N	N	C	N	N	N	N	N					
	15	N	N	C	N	VC	N	N	N	N	N	N	N	N	VC				
	16	C	N	C	N	N	N	N	N	C	N	C	N	N	N	N			
	17	N	N	N	N	N	N	N	C	N	N	C	N	N	N	N	C		
	18	C	N	N	N	C	C	C	C	C	VC	VC	VC	VC	N	N	N	N	
	19	C	C	C	C	C	C	C	VC	VC	VC	VC	VC	VC	C	N	VC	VC	VC
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
SEA Objectives																			

Key	Symbol
Very Compatible	VC
Compatible	C
No Impact	N
Incompatible	I
Very Incompatible	VI
Uncertain	U

Following consultation with the statutory consultees and re-consideration of the SEA objectives it was decided that the objectives for the UPS should be altered. The modification has led to the exclusion of the objectives that were beyond the scope of the UPS and refinement of some objectives to enhance clarity. The result was the formation of 13 SEA objectives. Table 18 illustrates the revised SEA objectives.

Table 18 - Revised SEA Objectives

SEA Directive Significant Effects	SEA/SA Objective	Source
Biodiversity Flora Fauna	1. To conserve and enhance the biodiversity and to conserve designated areas, integrating biodiversity and green space into new development.	PPS 9 (2005) EBAP PPG3 CABE (Start with the park July 2005)
Population and household growth	2. Ensure high design quality to create attractive living environments where people will chose to live.	PPG3 CABE (The Value of Housing design and layout January 2003) Urban Design Compendium (English partnerships 2003)
	3. Provide a decent home for everyone and affordable housing for all those on low incomes.	East of England Plan Draft revision (RSS 14), 2004; Essex & Southend-on-Sea Replacement Structure Plan, 2001
	4. Deliver most additional housing at higher densities in urban areas with preference to sustainable locations	PPG3 CABE (By Design: urban design in the planning system towards better practice May 2000) CABE (Building for life November 2005)
	5. Ensure high design quality to create attractive living environments where people will chose to live	PPG3 CABE (The Value of Housing design and layout January 2003) Urban Design Compendium (English partnerships 2003)

	6. More sustainable development patterns through good access to public transport, mix of uses and greater intensity of development where possible.	PPG3 ODPM (Sustainable Communities July 2003) CABE (Building sustainable Communities January 2003)
Soil	7. In locating new development priority should be given to previously developed land, underused land and vacant buildings	PPG3
	8. More efficient use of land by reviewing planning policy and standards	
Water	9. New development not to increase flooding or river pollution	PPG25
Flood risk	10. New development to help to reduce water consumption per capita	
Air	11. Improve air quality	PPG13, Local Transport Plan, ECC CABE (Making Places July 2005)
Transport	12. Promote more sustainable transport choices	
Climatic Factors	13. Reduce the need to travel by private transport.	
Material Assets	14. Use heritage as driver for regeneration by integrating old buildings in the living and working community	PPG15, PPG16
Cultural Heritage	15. Design new development carefully with respect to the historic context	
Waste Management	16. Increase the proportion of waste to be recycled	PPS10
	17. Increase the efficiency of waste management facilities	
Renewable Energy	18. Promote the use of renewable energy	PPS22, PPS23
	19. Minimise pollution and resource consumption	

A second compatibility test was undertaken to determine whether the objectives of the Urban Place Supplement were compatible with the revised SEA objectives. Matrix 2 outlines the compatibility of the SEA objectives and the Urban Place Supplement Objectives.

Matrix 2 - Compatibility of the SEA Objectives and the UPS Objectives

		SEA Objectives												
		1	2	3	4	5	6	7	8	9	10	11	12	13
Objectives of the SPD	1	VC	VC	VC	VC	VC	VC	VC	VC	VC	VC	VC	VC	VC
	2	VC	VC	VC	VC	VC	VC	VC	VC	VC	VC	VC	VC	VC
	3	VC	VC	VC	VC	VC	VC	VC	VC	VC	VC	VC	VC	VC
	4	VC	VC	VC	VC	VC	VC	VC	VC	VC	VC	VC	VC	VC

Key	Symbol
Very Compatible	VC
Compatible	C
No Impact	N
Incompatible	I
Very Incompatible	VI
Uncertain	U

Matrix 2 demonstrates that all the SEA objectives were very compatible with the objectives of the UPS.

Chapter 4 - UPS Policy Appraisal

Chapter 4

9. UPS Policy Appraisal

9.1 Significant Social, Environmental and Economic Effects of the Preferred Policies

Annex 1 (f) of the SEA Directive (2001) states that information should be provided on “the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic, material assets including architectural and archaeological heritage, landscape and the interrelationship between the above factors” (Annex 1(f)). It is recommended in the guidance by the Office of the Deputy Prime Minister that the significance of the effect of a policy or plan needs to consider the probability, duration, frequency and reversibility of the effects. To aid in this evaluation the SA Framework adopted is comparable to that delineated in the Office of the Deputy Prime Minister’s Guidance entitled ‘*Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents*’ (November, 2005). The SA Framework aims to ensure that the policies outlined in the Draft Urban Place Supplement Issues and Options are beneficial to the community and sustainable (Office of the Deputy Prime Minister, 2005).

A comprehensive assessment of all policies within the UPS against all SA/SEA objectives has been undertaken and is a technical annex which accompanies this report. A technical annex of the appraisal of the district policies associated with the UPS. A summary of the significant social, environmental and economic effects, spatial extent, temporal extent and recommendations arising from the Appraising Plan Policy assessment is outlined below. (Appendix 3 contains the key policies assessed from the UPS, the remaining text within the UPS was utilised as supporting text). The assessment is of potential positive, negative, neutral, direct and indirect effects. The summary outlines the Urban Place Supplement performance against the SEA objectives. The objectives have been subdivided to reflect the specific social, economic and environmental dimensions of sustainability as outlined in the SEA Directive Annex 1(f).

An additional part of the appraisal is also outlined in appendix 4. This seeks to outline a justification for the proposed measurement outlined in the UPS policies.

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

- **Short Term** - This is regarded as present day to 2010.
- **Medium Term** - Regarded as 2011-2015.
- **Longer Term** - 2016 – 2021.

Relationship with SEA Directive	SEA Objective
Biodiversity Flora Fauna	1. To conserve and enhance biodiversity and designated areas, integrating biodiversity and green space into new development.

9.2 Urban Place Supplement Policy: APP2

Geographical Spatial Extent - Within areas of new development amongst the local authorities that have chosen to implement the UPS.

Temporal Nature of the Effect - Short – long term negative effect.

Significant Effect - Policy APP2 concerns influences upon quality and states central areas should retain their fine urban grain. The policy goes on to discuss uses and requires higher density developments close to transport corridors and services to provide a mix of uses. The policy fails to make adequate reference to biodiversity and the proposed methods that may be utilised to integrate it into a new development. However the policy does state that ‘all residential and mixed-use development shall be planned and designed by professional architects, working alongside urban designers, landscape, architects, ecologists, engineers, surveyors and community workers’. It is therefore considered that by operating in a holistic manner that biodiversity and green space is highly likely to be integrated into the new development. PPG 17: Open Space explains that “...*high quality and well managed open space help create urban environments that are attractive, clean and safe and can play a major part in improving people’s sense of well being.*” It is therefore considered that overall the effect of this policy is likely to be positive, although clarity in the delivery of this policy would be enhanced by stating that green space and biodiversity shall be integrated into new development where appropriate.

Recommendation - It is recommended that Policy APP2 take into account the need for green space within the urban grain.

Urban Place Supplement Policy: APP7

Geographical Spatial Extent- New development throughout the Essex Authorities adopting the document.

Temporal Nature of the Effect - Short – long term positive effect.

Effect – APP7 regards car parking and the options for new residential development at differing densities. PPS 9- Biodiversity and Geological Conservation, states that,
“development proposals provide many opportunities for building-in beneficial biodiversity or geological features as part of good design.” As APP7 quotes, “(underground parking) can be regarded as the optimum solution,” removing car parking from the street scene and allowing complete flexibility in building design and ground level uses.

Where on-street parking is necessary for the development, whether as a small part of a larger scheme or for visitor parking, policy APP7 states the importance of the parking not to dominate the street scene. This is done by a maximum cluster of 8 parking spaces at 90° to the street, accompanied by tree planting between the 4th and 5th spaces.

Recommendation – It is recommended that with the adoption of on street parking be accompanied with tree planting.

Relationship with SEA Directive	SEA Objective
Population	2. Ensure high design quality to create attractive living environments where people will chose to live.

Urban Place Supplement Policy: APP2

Geographical Spatial Extent - Within areas of new development amongst the local authorities that have chosen to implement the UPS.

Temporal Nature of the Effect - Major positive in the short – long term.

Significant Effect - Policy APP2 states that all residential and mixed use development shall incorporate planned and designed architects, urban designers, landscape architects, ecologists, surveyors and community workers to ensure design quality. By ensuring the utilisation of a holistic approach to urban design within new residential and mixed-use development it is deemed that high quality designed urban development is likely to be delivered.

Recommendations - Not relevant

Urban Place Supplement Policy: APP4

Geographical Spatial Extent - Within the Local Authorities that adopt the Urban Place Supplement.

Temporal Nature of the Effect - Major positive in the short – long term.

Significant Effect - APP4 seeks to ensure the delivery of high quality designed town centres and neighbourhood centres. It is therefore considered that reference to the provisions set out in PPS6; Town Centres (2005) is important. PPS6 cites that town centres should “provide a high quality and safe environment if they are to remain attractive and competitive. Well designed public spaces and buildings, which are fit for purpose, comfortable, safe, attractive, accessible and durable, are key elements which can improve the health, vitality and economic potential of a town centre” (ODPM, 2005, 11). The ODPM (2005) also outlined eight key components of a sustainable community, one of the eight components was ‘well designed and built’. APP5 seeks to ensure that the urban spatial morphology of a Mixed-Use street type takes into consideration green space. It is important that green spaces are ‘user friendly’ with facilities for everyone (ODPM, 2005). Clearly in a Mixed Use street in the heart of a neighbourhood or surrounding a town centre there is likely to be limited space and consequently a lack of biodiversity. The integration of trees to allowing enhanced visual amenity and quality public realm for persons living and working within the street. The tree lined vistas are deemed an appropriate approach that should be adopted in the integration of biodiversity in an urban environment.

The ODPM (2005) perceives that a well designed and built sustainable community should offer “appropriate size, scale, density, design and layout, including mixed-use development that complements the distinctive local character of the community” (ODPM, 2005). This street form seeks to provide guidance on the design that should be adopted throughout the districts that have adopted the UPS within areas in close proximity to a neighbourhood/town centre. Ultimately the policy seeks to facilitate mixed-use, high density development. The policy seeks to provide details on the size of streets, footpaths and vehicles to be accommodated ensuring the delivery of a streetscape that is adaptable to various uses and durable.

The layout of the Mixed-Use streetscape seeks to facilitate accessibility by a choice mode of transportation, therefore it is likely that this type of layout will seek to reduce car dependency and increase the uptake of more sustainable transportation modes. Other forms of transportation are promoted through the provision of parking facilities for bicycles, constructing the road to ensure that it may accommodate vehicles over 7.5tonnes therefore facilitate bus transit and aesthetically pleasing footpaths.

The ODPM (2005) states that high quality public spaces and buildings should be designed to reduce the incidences and fear of crime. It is therefore considered that APP4 actively seeks to ensure the delivery of a safe urban environment. The Association of Chief Police Officers (2004) formulated the Secured By Design Principles. The principles state that “in an environment which is well designed, attractive, clearly defined and well maintained people are likely to take

pride in their surroundings, will tend to feel comfortable and safe and have a sense of shared ownership and responsibility” (ACPO, 2004, 6). APP4 seeks to ensure that Mixed-Use streets are designed to the highest quality, by ensuring that the best quality materials are utilised for street furniture, the natural environment is integrated appropriately and streets accommodate a range of transportation modes. Furthermore the design guidelines within the policy seek to promote street lighting therefore reducing fear and incidences of crime.

Recommendations – Not relevant.

Urban Place Supplement Policy: APP5

Geographical Spatial Extent - Within the Local Authorities that adopt the Urban Place Supplement, the Play-Space street type shall affect the urban morphology within and in close proximity to neighbourhood centres and town centres.

Temporal Nature of the Effect - Major positive in the short – long term.

Significant Effect - APP5 outlines the second of the two street types that seek to accommodate high density development. Planning Policy Guidance 3; Housing (2000) states that Local Planning Authorities should adopt policies which;

- * “Create places and spaces with the needs of people in mind, which are attractive, have their own distinctive identity but respect and enhance local character;
- * Promote designs and layouts which are safe and take account of public health, crime prevention and community safety considerations;
- * Focus on the quality of the places and living environments being created and give priority to the needs of pedestrians rather than the movement and parking of vehicles;
- * Avoid inflexible planning standards and reduce road widths, traffic speeds and promote safer environments for pedestrians; and
- * Promote the energy efficiency of new housing where possible” (ODPM, 2000, Para 56).

Clearly the aims for designing quality residential environments complement those outlined by the ODPM in the Sustainable Communities Plan (2005). To ensure the delivery of a sustainable community, the ODPM identified 8 principle components that should be delivered ‘well designed and built’ is one of the key components. Similarly to the first objective outlined in PPG3, the Sustainable Communities Plan (2005) emphasises the importance of developing communities that have a ‘sense of place’. Clearly the Play Street aims to achieve a sense of place through promoting activity on the streetscape, such as children playing etc. Activity within the street is promoted through low traffic flow, reduced speeds, restricting street lines of visibility to reduce traffic speeds, permeability and connectivity enhancing pedestrian use, public art and play equipment.

User-friendly green and public spaces are also likely to be delivered within Play Streets through promoting the adoption of public art and play equipment within the streetscape. Furthermore the ability to use the street for quality open space is due to reduced traffic flow and speeds making it possible to utilise the street more effectively, and the provision of quality street furniture such as trees and planters enhancing the visual amenity of the street scene.

In ensuring the delivery of “high quality, mixed-use, durable, flexible and adaptable buildings” (ODPM, 2005), the Play Streets aim to deliver this through encouraging permeability and connectivity for pedestrians, cyclists and local traffic enhancing accessibility. One way streets and cul-de-sacs are discouraged also contributing to enhanced accessibility most notably for public transportation. The adaptable nature of the Play Street is also facilitated through ensuring that traffic speeds remain low and the volume of traffic also remain low. Mixed-use Play Streets are also encouraged therefore ensuring that local residents have ready access to services, community facilities and employment therefore contributing positively to quality of life for persons that reside and work within the area.

Recommendation – Not relevant.

Urban Place Supplement Policy: APP6

Temporal Nature of the Effect - Positive in the short – long term.

Geographical Spatial Extent- Throughout the Essex Authorities adopting the UPS.

Effect - A well designed and built sustainable community shall feature “quality built and natural environment” (Office of the Deputy Prime Minister, 2005). The Office of the Deputy Prime Minister outlines a series of components that a sustainable community should offer, the components of particular importance to the landscaping of a residential community include;

- Sense of place – a place with positive ‘feeling’ for people and local distinctiveness,
 - Appropriate size, scale, density, design and layout ... that complement the distinctive local character of the community,
 - Buildings and public spaces which promote health and are well designed to reduce crime and make people feel safe.
- (Source; Office of the Deputy Prime Minister, 2005).

APP6 relates to open space requirements in housing developments of different densities and that of apartments. It is stipulated that communal space shall incorporate seating, play areas and trees which are attractive private amenities for the residents of the development. *“The space around buildings is as important as the buildings themselves. Any development should be able to provide some public open space....If this is well designed it will result in a pleasurable place that will be popular and well used. This brings with it economic, social,*

environmental and cultural benefits.” Start with the park (CABE Space, 2005)
Despite this, there is not enough mention of the design criteria of communal space in relation to hard and soft landscaping, public art etc within the policy.

However, *“Good public space is usually planned for a particular use. Too often, public (communal) space is the area left once buildings have been planned. This can lead to undefined areas with no specific use.”* (www.greenflagaward.org.uk)

Recommendation – It is recommended that the design of communal space is incorporated into the design solution at the outset of the proposal.

Urban Place Supplement Policy: APP7

Geographical Spatial Extent- Throughout the Essex Authorities adopting the document.

Temporal Nature of the Effect - Positive in the short – long term.

Effect – Policy APP7 stresses the preference of underground parking in residential developments due to its ability to offer complete flexibility in building design and ground level uses. This is supported by the ODPM in the document, ‘Safer places, the planning system and crime prevention,’ *“where possible, below-building parking should be efficiently designed to free up more space for attractive streets.”* Under-croft parking is deemed as the least acceptable solution within the policy and where it is necessary as a small part of a larger scheme, it is required to be screened from public view in order to preserve and enhance the area’s aesthetics. This is further supported in PPG13- Transport, *“With high density developments in high accessibility areas such as town centres, local authorities are encouraged to allow development with little or no off-street parking, subject to the safeguarding of the character and appearance of the area.”*

The encouragement of less than 100% parking provision within the policy similarly seeks to reduce the amount of land use designated for car parking and in doing so promotes the use of sustainable methods of transport and an area’s visual appearance. PPG13 also states the importance of such parking and traffic management measures, *“Well designed traffic management measures can contribute to planning objectives in a number of ways, including improving the attractiveness of urban areas and allowing efficient use of land and resident parking schemes and other controls to avoid on-street parking in areas adjacent to developments with limited on-site parking.”*

PPG3 advocates that a maximum of 1.5 spaces per dwelling should be provided in urban locations, although too rigid an application of this, *“could result in on-street parking raising issues of pedestrian safety and possible obstruction for emergency services. Also, the impact on the living environment must be considered.”* However, ‘Better places to live: a companion guide to PPG3,’ (DTLR and CABE) states that, *“on-street parking can bring activity to the street and have a traffic-calming effect.”*

It is therefore considered that the policy seeks to ensure the delivery of a high quality designed streetscape that aims to promote the uptake of more sustainable transportation modes.

Recommendation – Not relevant.

Urban Place Supplement Policy: APP11

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Temporal Nature of the Effect - Major positive in the short – long term.

Effect – The Office of the Deputy Prime Minister (ODPM) formulated the Sustainable Communities Plan (2005). Within the Sustainable Communities Plan (2005) the Government sought to outline a definition of sustainable development and the headline components of a sustainable community. One of the principle components of a sustainable community is that it should be ‘well designed and built’. The ODPM believes that for the development of a sustainable community it is important they are developed to the appropriate size, scale, density, design and layout, APP11 seeks to ensure that new buildings are developed to reinforce the built form evident in an area. Thus APP11 aims to ensure that buildings are of the appropriate form, scale, height and mass relative to the existing built form.

The ODPM also states that to ensure the delivery of a high quality designed built environment it is important that there is a sense of place providing a positive feeling for people that reside and visit the community, and that public space and green space is user friendly. APP11 seeks to ensure that the built form promotes active frontages. Active frontages are to be established through encouraging building access principally at the front, ground floor spaces are saved for active uses and streets are attractive. It is considered that these provisions will promote and deliver a streetscape that is full of vitality, vibrant and safe where people will chose to live. By encouraging active frontages of the buildings the street is likely to have more people utilising the space, therefore enhancing visual surveillance and reducing the incidences and fear of crime.

The ODPM also seeks to ensure that the materials utilised for development seek to minimise negative environmental impacts. APP11 seeks to ensure that the materials compliment the existing urban character, and where possible are locally sourced therefore reducing transportation costs and the negative environmental effects associated. However with regard to materials there is no reference to the need to ensure that the materials utilised in residential building development are durable and resist weathering.

The ODPM also aims to ensure that future development is of high quality, mixed-use, durable, flexible and adaptable. The provisions in the UPS within APP11 seek to promote the development of mixed-use. APP11 also seeks to ensure that buildings are robust and durable through by raising building height on the ground floor of developments within neighbourhood centres, main transportation corridors, constructing homes to meet the Lifetime Homes Standard. The Lifetime Homes Standard ensures that new development is of high design quality and accessible to all, Lifetime Homes deliver a quality built environment and ensure that people are able to live in their home throughout their lifetime irrespective of their changing needs.

Within APP11 Lth Standard 1: Parking aims to reduce the number of parking spaces provided to less than one in some developments. Whilst this provision complements Planning Policy Guidance 3; Housing it is important that the reduction of car parking is applied in conjunction with the provisions outlined in APP7. Clearer links between these policies should be outlined within the UPS to enhance the delivery, clarity and understanding of the policy.

Recommendations -

- (1) It is recommended that clearer links between APP7 are demonstrated to enhance the delivery, clarity and understanding of APP11's car –parking provisions.
- (2) Need to ensure that building materials utilised are durable and resist weathering.

Urban Place Supplement Policy: APP12

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Effect –

(1) Urban Centres

High quality design within urban centres for high density development is clearly a priority. APP12 stipulates the specific development types that are deemed appropriate for urban centres. APP12 highlights that higher density development is more appropriate in urban centres, it is agreed that where high density development is required it is more suitable within urban centres.

A well designed and built environment is one of the 8 components for the delivery of a sustainable community. The design of the Compact Development and Robust Urban Form seek to ensure that buildings are of a high quality, mixed use, durable, flexible and adaptable. Mixed use development is encouraged in the Compact Development and Robust Urban Form through for instance dedicating ground floor frontage to non-residential and promoting a context appraisal. Furthermore Compact Development an

Robust Urban Form are also adaptable demonstrated by stipulating a minimum height for the ground floor. The residential properties that are also to be developed in the Compact Development are to provide scope for home working.

In terms of design a key factor in the formation of a high quality design environment, is to ensure that residents have access to a range of jobs, services and facilities. Clearly the Compact Development and Robust Urban Form are a mixed use development, therefore the ground floor provides potential for employment, services and facilities for the local community.

Small Infill development also aims to promote mixed use, the proportion of the ground floor frontage that is to be designated as non residential is however less than Robust Urban Form development.

Compact Development, Robust Urban Form and Small Infill residential and commercial units are to be designed to ensure that they contribute positively to the principles of sustainability. This is delivered as development shall be awarded the very good - excellent Eco Homes accreditation/BREEAM rating.

(2) Neighbourhoods

The types of high density development forms encouraged within a neighbourhood are the same as those for urban centres. It is considered that these types of high density developments are relevant for a neighbourhood. They are appropriate for a neighbourhood as neighbourhood provide access to local employment, services, facilities and green space which therefore contributes positively to the social fabric of a community. By seeking to ensure that the particular types of high density development are located within neighbourhood this results in well designed communities where people will choose to live.

N.B The comments regarding Compact Developmen, Robust Urban Formt and Small Infill outlined with regards to urban centres are also applicable.

(3) Regeneration Areas

Within regeneration areas it is imperative that any new development seeks to ensure a lasting improvement in the economic, physical, social and environmental condition of an area. APP12 provides scope for a range of high density options to be considered within areas of regeneration. Therefore it seeks to ensure that development within regeneration areas is of the appropriate size, scale, density, and design complimenting the Office of the Deputy Prime Minister's Sustainable Communities Plan (2005).

An important factor in ensuring the delivery of high quality is the adoption of mixed use, all the development types deemed adequate for regeneration areas encourage mixed use development.

In areas of regeneration it is fundamental that the new development seeks to promote high design by ensuring accessibility to key services this is outlined in the Sustainable Communities Plan (2005). All the development types deemed suitable within areas of regeneration seek to ensure access to services through promoting mixed use, and also

in terms of location the development types of greater density are to be located centrally. By ensuring access to services Planning Policy Statement 1; Delivering Sustainable Development states that social inclusion is likely to be effectively provided.

An important component of a well designed and built environment is the construction of durable, flexible and adaptable buildings. All the development types deemed appropriate for areas of regeneration seek to ensure that new buildings are constructed to meet the BREEAM/Eco Homes very good - excellent sustainability rating.

(4 Small Urban Infill

It is deemed appropriate that the only type of development deemed appropriate for small infill is small infill. Although the scale of development within a small infill is high density, APP12 demonstrates that the UPS seeks to ensure the delivery of a quality designed environment. This is possible through the promotion of mixed use development, ensuring accessibility to services and potential sources of employment. Furthermore mixed use development will also ensure the delivery of a flexible and durable urban character complementing the Office of the Deputy Prime Minister's components for a high quality designed and built sustainable community.

The new buildings encouraged within a small urban infill are also to meet the ECO Homes/BREEAM very good - excellent sustainability rating therefore they are likely to enhance the long term environmental quality within the locality.

(5 Large Urban Infill

An important factor in ensuring the delivery of high quality is the adoption of mixed use,. This is deemed important by the Office of the Deputy Prime Minister in the Sustainable Communities Plan (2005), Planning Policy Statement 1 and Planning Policy Guidance 3. Within a large urban infill mixed use development is deemed paramount. The UPS seeks to highlight that in large urban infills the centre should contain a diverse range of community services and facilities including, employment, services and schools.

Also in large urban infill it is fundamental that the new development seeks to promote high design by ensuring accessibility to key services this is outlined in the Sustainable Communities Plan (2005). This is adequately sought through the delivery of high quality accessibility by a choice mode of transportation with particular emphasis on green travel and mixed use development therefore minimising the need to travel.

An important component of a well designed and built environment is the construction of durable, flexible and adaptable buildings. All the development types deemed appropriate for large urban infill seek to ensure that new buildings are constructed to meet the BREEAM/Eco Homes very good - excellent sustainability rating.

Recommendations –

Not relevant.

Relationship with SEA Directive	SEA Objective
	3. Provide a decent home for everyone and affordable housing

	for all those on low incomes.
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Urban Place Supplement Policy: APP3

Geographical Spatial Extent - Within areas of new development amongst the local authorities that have chosen to implement the UPS.

Temporal Nature of the Effect - Major positive in the short – long term.

Significant Effect - The Office of the Deputy Prime Minister (2005) promotes “*user-friendly public and green spaces with facilities for everyone including children and older people*”. In research carried out by CABE, a survey found that 85% of those surveyed felt that public space and the built environment has a direct impact on their lives and the way they feel. Sustainable Communities: building for the future’ by the ODPM sets the challenge “*to ensure all communities have a clean, safe and attractive environment in which people can take pride*”. APP3 states that it is essential for all public spaces to be accessible for all and that gated communities and restricted access to public space at any time will not be contemplated. It is therefore deemed that this policy seeks to contribute positively to the delivery of a decent home for all in the short-long term.

Recommendation - Not relevant

Urban Place Supplement Policy: APP4

Geographical Spatial Extent - Within the Local Authorities that adopt the Urban Place Supplement, the mixed-use street shall affect the urban morphology within and in close proximity to neighbourhood centres and town centres.

Temporal Nature of the Effect - Major positive in the short – long term.

Effect – DCLG (2006) seeks to promote decent homes and mixed communities. The Guidance outlines the characteristics of mixed community, and from these characteristics it is possible to conclude whether APP4 is likely to contribute positively to a mixed use decent home for all. APP4 aims to address the design of a Mixed-Use street type. Regarding accessibility to economic and social opportunities for all residents it is highly likely that as the policy seeks to facilitate a range of transportation modes within the street that persons residing in the area are able to access a range of leisure, recreational, employment, community facilities and services.

High quality neighbourhood management is also likely to be delivered as APP4 aims to ensure that high quality materials are utilised on the street, therefore ensuring that they are durable.

The private sector is also likely to be attracted to these streets as they are designed to accommodate a mix of uses including commercial and residential, therefore promoting and increasing the economic viability for a 24 hour economy.

Recommendations – Not relevant.

Urban Place Supplement Policy: APP5

Geographical Spatial Extent - Within the Local Authorities that adopt the Urban Place Supplement.

Temporal Nature of the Effect - Major positive in the short – long term.

Effect – DCLG (2006) seeks to promote decent homes and mixed communities. The Guidance outlines the characteristics of mixed community, and from these characteristics it is possible to conclude whether APP5 is likely to contribute positively to a mixed use decent home for all. APP5 aims to address the design of a Play-Street street type.

Regarding accessibility to economic and social opportunities for all residents it is highly likely that as the policy seeks to facilitate permeability and connectivity for pedestrians, cyclists and local traffic that this will contribute positively to enhancing sustainable transportation modes. Furthermore the Play-Streets also seek to discourage one-way streets and cul-de-sacs therefore allowing access for bus transportation. The speed of traffic and the volume of traffic within Play-Streets are also to be low, thus increasing public safety which is likely to increase the number of persons choosing to walk and cycle.

High quality neighbourhood management is also likely to be delivered as APP5a aims to ensure that the Play-Streets are aesthetically pleasing through the integration of trees, planters, public art and play equipment therefore ensuring that the durability and adaptability of the streets.

A range of households at differing stages within the lifecycle are likely to be attracted to reside within Play-Streets, therefore ensuring the delivery of a decent home. A diverse range of households are attracted to these areas, as they seek to accommodate high density development, with mixed use, and useable and adaptable public space at the street level.

The private sector is also likely to be attracted to these streets as they are designed to accommodate a mix of uses including commercial and residential.

Recommendations – Not relevant.

Urban Place Supplement Policy: APP11

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Temporal Nature of the Effect - Major positive in the short - long term.

Effect – The provision of a decent home for everybody is clearly a priority within APP11. APP11 encourages new residential dwellings to be developed to meet the provisions outlined in the Lifetime Homes Standard. It is deemed that this will positively contribute to the development of a decent home for everyone, Lifetime Homes seek to ensure that residential dwellings are appropriately designed to be adaptable for persons throughout life and therefore ensures that homes are a long term investment.

Furthermore in terms of ensuring the delivery of a sustainable community, the adoption of the Lifetime Homes Standard for new residential development compliments the ODPM's sustainable community component 'Fair for Everyone' as the standards have due regard for the needs of future generations in new residential development.

Recommendations – Not relevant.

Urban Place Supplement Policy: APP12

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Effect –

- (1) Urban Centres
- (2) Neighbourhoods
- (3) Regeneration Areas
- (4) Small Urban Infill
- (5) Large Urban Infill

The Department for Communities and Local Government previously the Office of the Deputy Prime Minister, has recently published 'A Decent Home Definition and Guidance for Implementation' (June 2006). Central Government therefore recognises that a decent home is important for the health and well-being of those living in them. Decent homes are regarded as a key element of any thriving sustainable community. The UPS seeks to outline a range of potential areas within a locality that may be appropriate for

high density development. Depending upon the area the most suitable type of development is then proposed. In terms of delivering a decent home for all especially those on low incomes it is deemed appropriate to analyse all the areas of development collectively and determine whether the development types proposed are likely to lead to the delivery of a decent home. All the development types seek to promote mixed use development, the Department for Communities and Local Government has recently published a report which highlights that a successful mixed community should bring together the economic, social and physical aspects of renewal and development in a holistic manner to result in;

- * “high quality homes, services and opportunities for all;
- * narrowing of the gap between the most disadvantaged areas and the rest, and
- * de-concentration of deprivation, and prevention of social and economic segregation in new areas of development.”

(Department for Communities and Local Government, 2006).

All the developments are encouraged to adopt mixed use, therefore ensuring that new communities have readily accessible services and facilities.

An important component in the provision of a decent home for all is to ensure that even though development is undertaken at high density there is a diversity of property sizes. Differing sizes of property accommodating a range of bedrooms is important to ensure that residential development is able to accommodate all household needs.

Accessibility to key services and facilities is fundamental to preventing social exclusion and increasing deprivation. It is considered that the provisions in the UPS adequately ensure that access forms a key component of the design of a high density living environment.

Recommendation – It is recommended that the UPS should provide adequate scope for the provision of a range of housing sizes at high density, to accommodate present and future household sizes.

Relationship with SEA Directive	SEA Objective
	4. More sustainable development patterns through good access to public transport, mix of uses and greater intensity of development where possible.

Urban Place Supplement Policy: APP2

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Temporal Nature of the Effect - Positive in the short term and major positive in the medium and longer term.

Effect - Policy APP2 states that its overriding objective is to design new patterns of movement that create a connected grid, with an analysis of existing movement patterns, attractors and future development sites to determine approximate desire lines. The Value of Public Space, published by CABI states that well-designed streets and public spaces encourage walking and cycling, and have the power to make the environment safer by reducing motor vehicle speeds. It is therefore considered that the correct implementation of this policy is anticipated to result in well designed streetscape, which seeks to promote the adoption of more sustainable transportation modes, and therefore contribute positively to this policy. It is perceived that over time the uptake of sustainable transportation modes is likely to increase due to the multiplier effect. Therefore in the shorted term this policy will contribute positively but in the medium and longer term the policy is expected contribute significantly to this objective.

Recommendation – Not relevant.

Urban Place Supplement Policy: APP3

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Temporal Nature of the Effect - Positive in the short term and major positive in the medium and longer term.

Effect - CABI recognises that “*creating sustainable communities depends on taking equal account of the design of buildings, their location and the quality of the outdoor space*” (CABI, 2005). Within higher density development it is deemed important that where public space is provided it is of a good quality, and also accessible to all members of the community. This policy aims to ensure the formation of high quality public space that is integrated into the urban network. CABI also acknowledges that “*well-designed street and public spaces encourage walking and cycling, and have the power to make our environment safer by reducing vehicle speeds and use*” (CABI, 2005). APP3 acknowledges that public spaces can be part of a wider network, connected internally and to surroundings and should be accessible to all therefore it is deemed that this policy will contribute positively to the delivery of this objective in the short-long term.

Recommendations – Not relevant.

Urban Place Supplement Policy: APP5

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Temporal Nature of the Effect - Positive in the short term and major positive in the medium and longer term.

Effect - Good access to public transportation and green modes are clearly facilitated within Play-Streets. Accessibility to a choice means of transportation is facilitated through ensuring the delivery of a street morphology that seeks to facilitate connectivity and permeability to other streets with vital services and facilities for the resident population. The streetscape also contains cycle stands and reduced traffic and vehicle speeds, which is likely to contribute positively to the uptake of walking cycling by the local community.

Public transportation modes are also accommodated through the adoption of one-way streets and cul-de-sacs which fail to adequately allow bus transportation to infiltrate.

Recommendation – Not relevant.

Urban Place Supplement Policy: APP7

Geographical Spatial Extent- New residential development throughout the Essex Authorities adopting the document.

Effect – *“Car parking also takes up a large amount of space in development, is costly to business and reduces densities. Reducing the amount of parking in new development (and in the expansion and change of use in existing development) is essential, as part of a package of planning and transport measures, to promote sustainable travel choices.”* (PPG13 Transport). APP7 relates to the provision of car parking in new residential development through different methods at different densities. The ODPM states that housing densities between 30dph-50dph are classified as making efficient use of land, and densities of new development above this are sought for locations that are supported by good public transport accessibility. Underground parking is preferable for densities above 50dph allowing greater scope for ground level uses and increased potential for developing at a higher intensity.

Policy APP7 promotes the use and viability of public transport by encouraging car parking provision at less than 100% although the Essex Planning Officers Association (Vehicle Parking Standards) quotes, *“For main urban areas and locations where access to public transport is good, a maximum of 1 space per dwelling is appropriate. Where an urban location has poor off-peak public*

transport services, a maximum of 2 spaces per dwelling is appropriate (August 2001).

Recommendation – Not relevant.

Urban Place Supplement Policy: APP11

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Temporal Nature of the Effect - Major positive in the short - long term.

Effect – APP11 provides scope for developing good quality high density residential development in suitable locations. Evidence suggests that developing residential development at greater densities is likely to increase the viability of provision for local services and contribute positively to the vitality of local centres and town centres. Furthermore according to the Berkeley Group plc “denser urban living is essential to providing financial credence to transport systems, the reduction of car travel and energy use”. It is therefore considered that this policy will contribute positively to sustainable development by increasing the economic viability of providing transport and local services to the neighbouring community.

Furthermore APP11 ultimately aims to ensure the production of well built and designed high density residential development, it is therefore likely to contribute positively to sustainable development by increasing the efficient utilisation of the land, and reducing the pressure on developing Greenfield land.

Recommendation – Not relevant.

Relationship with SEA Directive	SEA Objective
	5. More efficient use of the land should be promoted and priority should be given to previously developed land, underused land and vacant buildings.

Urban Place Supplement Policy: APP6

Geographical Spatial Extent- Throughout the Essex Authorities adopting the document.

Temporal Nature of the Effect - Positive in the short term and major positive in the medium and longer term.

Effect - In circular 01/05, the Office of the Deputy Prime Minister encouraged developments which make more efficient use of land (between 30 and 50 dwellings per hectare net). Policy APP6 states the open space requirements per dwelling of high density housing developments above 50dph, 60dph and for apartments. APP6 states that, "houses could have very small private gardens or yards," and "the provision of private roof gardens should be considered on all developments and especially where the private, communal and public space standards are difficult to meet." PPS9 stipulates that, "*where sites have significant biodiversity or geological interest of recognised local importance, local planning authorities, together with developers, should aim to retain this interest or incorporate it into any development of the site.*"

Where the Policy makes no statement whether the parameters are for previously developed or Greenfield land, it is assumed that higher density developments would be appropriate for infilling. In 2004/05, 78% of new dwellings were completed on previously developed land within Essex. "*The re-use of previously developed land for new development makes a major contribution to sustainable development by reducing the amount of countryside and undeveloped land that needs to be used.*" (PPS9 Key Principle 13).

Recommendation - Not relevant.

Urban Place Supplement Policy: APP7

Geographical Spatial Extent- Throughout the Essex Authorities adopting the document.

Temporal Nature of the Effect - Positive in the short-long term.

Effect – The potential for using underground parking to meet the requirements of new housing developments increases the potential of building at higher densities and the scope of more efficient uses of ground level land.

On-street parking for the use of visitors is to meet the requirements of being limited, 90° to the street and in clusters of a maximum of 8 at convenient points. Within these clusters, a suitable tree is to be planted between the 4th and 5th spaces.

APP7 regards the options of different parking measures for developments at different densities and does not concern the requirement of prioritising Brownfield land. The densities of development mentioned in the Policy are sufficiently high to be incorporated into town centre infilling.

Recommendation – It is recommended that this policy seeks to promote development on Brownfield land to increase the efficient utilisation of the land.

Urban Place Supplement Policy: APP9

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Effect – An important component of a sustainable community identified by the Office of the Deputy Prime Minister (2004) is environmental sensitivity. Minimisation of waste disposed in land fill by increasing recycling is a fundamental component in reducing the quantity of waste disposed. It is therefore deemed that this policy will contribute positively by indirectly leading to a rise in the quantity of household waste recycled by designing kitchens to accommodate waste disposal recycling facilities and appropriately designed communal waste storage facilities.

Furthermore the policy seeks to encourage commercial waste recycling by encouraging the separation of waste.

In conclusion this policy is likely to contribute positively to the efficient utilisation of the land as increased recycling rates will reduce the quantity of waste within land fills.

Recommendation – Not relevant.

Urban Place Supplement Policy: APP11

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Effect – The baseline context for Essex indicates that in terms of the number of residential properties that have been constructed on Brownfield land in recent years Essex has continued to exceed the 60% target outlined in the Planning Policy Guidance 3; Housing (2000). Although Essex in totality has exceeded this target there are marked variations between the local authorities, for instance the districts. Brentwood and Epping Forest built 100% of all new residential developments on Brownfield land in 2004/2005, whilst Basildon and Harlow only reached 10.37% and 11.76% respectively during the same period. It is considered appropriate for this policy to seek to encourage development on Brownfield land ensuring that land is utilised more efficiently.

Efficiency in the use of the land is however demonstrated in APP11 by promoting greater intensity of residential development,

Recommendation – It is recommended that this policy seeks to encourage development on Brownfield land.

Relationship with SEA Directive	SEA Objective
	6. New development not to increase flooding or river pollution.

Urban Place Supplement Policy: APP3

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Temporal Nature of the Effect - Positive in the short term - longer term.

Effect - APP3 seeks to facilitate the delivery of public spaces. An important component of a public space outlined in the policy is biodiversity, and also trees. CABE (2005) concluded that appropriately designed, urban green spaces along rivers can form a critical flood alleviation mechanism as well as providing a high-quality amenity function popular with local communities. It may be useful if the UPS sought to outline appropriate measures within public spaces that may be adopted in areas of flood risk. APP11 also outlines some flood risk mitigation measures that may be adopted in urban areas to reduce the likelihood of flooding.

Recommendation - It is recommended that this policy seeks to outline appropriate design measures that may be adopted to mitigate against flooding.

Urban Place Supplement Policy: APP4

Geographical Spatial Extent – Within the Local Authorities that adopt the Urban Place Supplement, the mixed-use street shall affect the urban morphology within and in close proximity to neighbourhood centres and town centres.

Temporal Nature of the Effect - Negative in the short – long term.

Effect - APP4 does not explicitly refer to flood risk management.

PPG25 guidance recognises issues that the Government may encounter such as seeking to encourage development on previously developed land. As development traditionally takes place alongside rivers and on the floodplain it is highly likely that some previously developed land will be at risk of flooding. Policy APP4 aims to provide high density mixed use development within main urban centres, which are more likely to be on areas of previously developed land. However it is considered that indirectly there is scope to adopt flood mitigation measures by ensuring that development on the lower floors of the mixed use buildings is available for public areas, while housing is located on upper floors. It would enhance clarity in the delivery of this policy if more emphasis was given on appropriate flood mitigation measures that may be adopted.

Recommendation – It is recommended that the UPS seeks to outline some possible flood mitigation measures that may be adopted, particularly for related to development within town and neighbourhood centres which are more likely to be located within the floodplain.

Urban Place Supplement Policy: APP6

Geographical Spatial Extent- Throughout the Essex Authorities adopting the document.

Temporal Nature of the Effect - Uncertain in the short – long term.

Effect – Policy APP6 details the open space specifications and options per dwelling, in high density developments. High density development is unlikely to be granted in areas that are prone to flooding. However, Policy APP6 seeks to encourage the planting of trees in private communal areas. Trees play a fundamental role in the sustainability of urban areas as they reduce the risk of flooding. However in relation to landscaping, other approaches may be used, particularly in areas of flood risk.

For instance in relation to hard landscaping permeable paving may be utilised to increase infiltration and reduce surface run off. Also Sustainable Urban Drainage Systems (SUDS) should be promoted. “The principle advantages of SUDS are in regulating the flow of water in times of heavy rainfall (reducing the risk of flooding), reducing the risk of river pollution and creating an amenity for urban dwellers” Essex County Council, 2005, 132). SUDS are outlined in other policies in the UPS.

Recommendation - The policy should seek to encourage additional landscape features within the residential environment that will reduce the likely occurrence of flooding in residential environments.

Urban Place Supplement Policy: APP7

Geographical Spatial Extent- Throughout the Essex Authorities adopting the document.

Temporal Nature of the Effect - Negative in the short – long term.

Effect – Policy APP7 does not specify to any relevant detail the materials or flood mitigation measures that are to be used in any of the parking options.

Recommendation – It is recommended that this policy outlines the relevant flood mitigation measures deemed appropriate for car parking.

Urban Place Supplement Policy: APP11

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Temporal Nature of the Effect - Negative in the short – long term.

Effect – Although APP13 seeks to encourage the utilisation of sustainable drainage systems, there is a lack of information that seeks to outline how compact residential development may be constructed within the floodplain, and given the pressure on some areas particularly in south Essex for housing and the extent of the floodplain this is clearly an important issue.

Recommendations – Design criteria for development on the floodplain at high density would enhance the delivery of the UPS.

Urban Place Supplement Policy: APP12

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Effect –

(1) Urban Centres

(2) Neighbourhoods

(3) Regeneration Areas

(4) Small Urban Infill

(5) Large Urban Infill

APP12 fails to take into account flood defence measures, and other policies within the UPS fail to adequately address this issue.

Recommendations – It is recommended that new development should seek to take into consideration the suitability of the land for development with regards to flooding.

Relationship with SEA Directive	SEA Objective
	7. New development to help to reduce water consumption per capita.

Urban Place Supplement Policy: APP3

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Temporal Nature of the Effect - Negative in the sort – long term.

Effect - Water is becoming an increasingly precious resource; however no reference is made within APP3 with regards to water consumption and the implications of maintenance of public spaces. Baseline data shows that Essex is one of the driest counties in the country. The Green Flag Award Team suggests that for public green spaces “*Managers will be expected to demonstrate wise use of water by, for example:*

- *ensuring that water features such as ponds and lakes do not leak;*
- *ensuring that there are no leaking taps;*
- *ensuring fixtures and appliances are water efficient;*
- *ensuring rainwater and wastewater is captured, recycled and used within the park”*

Recommendations - Consideration should be given to how public spaces are to be maintained and to ensuring that water is used efficiently.

Urban Place Supplement Policy: APP13

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Temporal Nature of the Effect - Major positive in the short – long term.

Effect – APP13 outlines a range of water conservation measures including rainwater harvesting and storage system and all development must be of maximum BRE Eco-Home/BREEAM score for water conservation. It is concluded that within areas of new development throughout Essex water consumption is anticipated to be reduced.

Recommendations – Not relevant.

Relationship with SEA Directive	SEA Objective
	8. Improve air quality.

Urban Place Supplement Policy: APP3

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Temporal Nature of the Effect - Positive in the short term - longer term.

Effect - In the document ‘Living Places, Cleaner, Safer, Greener’ the Government uses these terms as well as ‘liveability’ to describe a range of initiatives to improve public spaces and tackle the combined effect of seemingly small issues which can affect the quality of people’s local communities.

The layout and use of public spaces can help to combat poor air quality, for example the difference in temperatures between parks and that of the surrounding urban areas gives rise to a ‘park breeze’ a gentle wind that blows from the park to adjacent buildings. Poor air quality in a town can be ameliorated by the fresh air blown out of parks. Air in parks has also been found to be purer than that of its surroundings, despite being close to heavy traffic (CABE, The Value of Public Space). Car ownership in Essex is much higher than the national average with 38.7% of households owning two or more cars compared to the England and Wales average of 29.4%. Policy APP3 discusses the fact that development proposals may be designed to enhance the local microclimate therefore it is likely to aid in the formation of improved air quality within urban areas.

Recommendations – It is recommended that APP3 refers to the impact public spaces may have upon air quality within urban areas. This would seek to enhance the delivery of this policy.

Urban Place Supplement Policy: APP5

Geographical Spatial Extent – Within the Local Authorities that adopt the Urban Place Supplement.

Temporal Nature of the Effect - Positive in the short term - longer term.

Effect - The baseline context for the County of Essex demonstrates that the principal source of air pollution is traffic. Good access to public transportation and green modes are clearly facilitated within Play-Streets. Accessibility to a choice means of transportation is facilitated through ensuring the delivery of a street morphology that seeks to facilitate connectivity and permeability to other streets with vital services and facilities for the resident population. The streetscape also contains cycle stands and reduced traffic and vehicle speeds, which is likely to contribute positively to the uptake of walking cycling by the local community.

Public transportation modes are also accommodated through resulting the adoption of one-way streets and cul-de-sacs which fail to adequately allow bus transportation to infiltrate.

Recommendation – Not relevant.

Urban Place Supplement Policy: APP8

Geographical Spatial Extent- New development throughout the Essex Authorities adopting the document.

Temporal Nature of the Effect - Positive in the short term and in the medium and longer term it is likely to be a major positive due to the multiplier effect.

Effect – An increase in bicycle use as a preference to the use of cars can be seen as an active way of improving air quality. *“Local planning authorities ... should seek to reduce car dependency by facilitating more walking and cycling.”* PPG3 (Housing). Evidence suggests that within Essex the largest source of air pollution is from the private car.

APP8 regards the provision and design of effective cycle parking measures therefore seeks to promote cycle use contributing positively to an improvement in air quality.

Recommendation – Not relevant.

Urban Place Supplement Policy: APP12

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Temporal Nature of the Effect - Major positive in the short – long term.

Effect –

- (1) Urban Centres
- (2) Neighbourhoods
- (3) Regeneration Areas
- (4) Small Urban Infill
- (5) Large Urban Infill

The baseline context for Essex demonstrates that the main source of air pollution is from traffic. Clearly an improvement in air quality would be anticipated if more

persons utilised more sustainable transport modes, particularly walking, cycling and public transportation. The fundamental objectives of the Office of the Deputy Prime Minister’s Planning Policy Guidance 13; Transport relevant to APP12 include;

- Promote more sustainable transport choices for both people,
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling,
- Reduce the need to travel, especially by car.

APP12 clearly seeks to promote high density mixed use development. Central Government research concluded that “increases in density, be it in rural or urban locations, could enhance the viability of local services and compensate for the reduction in occupancy rates” (House of Commons, 1998). By increasing the viability of public transportation it is anticipated that the quality, frequency and reliability of the service provision and patronage uptake is likely to rise and therefore reduce the negative externalities traffic contributes to the air quality.

Furthermore all the high density development types highlighted in APP12 seek to promote to varying degrees depending upon location mixed use development. Mixed use development seeks to provide a range of services, employment and community facilities within easy access of the community, therefore reducing the need to travel, and increasing the scope for utilisation of more sustainable transportation modes, particularly green travel modes such as walking and cycling. It is therefore considered that APP12 is likely to contribute positively to the improvement in air quality.

Recommendation – Not relevant.

Relationship with SEA Directive	SEA Objective
	9. Promote more sustainable transport choices and reduce the need to travel by car.

Urban Place Supplement Policy: APP4

Geographical Spatial Extent – Within the Local Authorities that adopt the Urban Place Supplement, the mixed-use street shall affect the urban morphology within and in close proximity to neighbourhood centres and town centres.

Temporal Nature of the Effect - Major positive in the short term - longer term.

Effect - The layout of the Mixed-Use streetscape seeks to facilitate accessibility by a choice mode of transportation, therefore it is likely that this type of layout will seek to reduce car dependency and increase the uptake of more sustainable transportation modes. Other forms of transportation are promoted through the provision of parking facilities for bicycles, constructing the road to

ensure that it may accommodate vehicles over 7.5tonnes therefore facilitate bus transit and aesthetically pleasing footpaths.

Recommendation – Not relevant.

Urban Place Supplement Policy: APP7

Geographical Spatial Extent- Throughout the Essex Authorities adopting the document.

Temporal Nature of the Effect - Positive in the short term - longer term.

Effect – Policy APP7 encourages car parking provision at less than 100%. PPG13 states that, *“The availability of car parking has a major influence on the means of transport people choose for their journeys. Some studies suggest that levels of parking can be more significant than levels of public transport provision in determining means of travel (particularly for the journey to work) even for locations very well served by public transport.”*

It is documented in baseline data for the county, that 58% of Essex’s population travel to work using private transport compared to the England and Wales figure of 56%. Similarly, car ownership in the county is much higher at 38.7% (owning two cars or more) than the figure of 29.4% in England and Wales.

The parking options documented in APP7 regard high densities of over 50dph, a figure that the ODPM regard as suitable only in locations where the development can be supported by good public transport accessibility. PPG13 states that, *“Car parking also takes up a large amount of space in development, is costly to business and reduces densities. Reducing the amount of parking in new development is essential, as part of a package of planning and transport measures, to promote sustainable travel choices.”*

The option of incorporating car-sharing schemes in new developments reflects a sustainable method of transport for the new development, particularly in the use of battery/LGP powered vehicles. However the practicality of such a scheme could only be a small part of a much larger parking scheme.

It is concluded that this policy seeks to minimise car parking facilities where appropriate, and also seeks to reduce the prominence of cars on the streetscape by promoting the adoption of underground parking. It is therefore regarded that this policy will contribute positively to this objective by making alternative sustainable transportation modes more user friendly.

Recommendation – Not relevant.

Urban Place Supplement Policy: APP8

Geographical Spatial Extent- New development throughout the Essex Authorities adopting the document.

Temporal Nature of the Effect - Major positive in the short term - longer term.

Effect – Within new residential developments, the presence of ‘safe, secure, covered and close to home’ cycle parking provisions can be seen to promote the use of cycling as a more sustainable transport choice. *“Local planning authorities ... should seek to reduce car dependency by facilitating more walking and cycling.”* PPG3 (Housing).

Policy APP8 stipulates the need to make ‘connections between home and destination...as safe as practical possible’ through the shared use of underground, under deck and under-croft car parking areas and the presence of cycle parking located from a street entrance on the ground floor of a building. They need to be preferably weather-protected, and secure from theft or damage. Sheffield type stands and racks, wall mounted bars, cycle lockers, locking devices and proprietary systems are all effective ways of delivering this.

The design principles of safe and convenient cycle parking for residents, addresses the fears stressed in the Essex Cycling Strategy of a *“Lack of secure cycle parking in residential areas, and town and local centres,”* and responds to the need for, *“provision of covered, secure cycle storage in new houses”* (Objective 3: To improve cycle security).

Policy SE7: Provide cycle parking (of the National Cycling Strategy June 1998), states, *“Uncertainty over where to park or concern over security of cycles, particularly when parked for longer periods of time, can be a deterrent to cycling. These concerns appear justified given the high numbers of cycles stolen every year.”* In the delivery of cycle parking that is safe, secure, covered and close to home, residents could well reduce the need to travel by car and adopt the use of bicycles for short journeys.

Recommendation – Not relevant.

Relationship with SEA Directive	SEA Objective
	10. Design new development carefully with respect to the historic context.

Relationship with SEA Directive	SEA Objective
	11. Increase the proportion of waste to be recycled and ensure the design and layout of new development supports sustainable waste management.

Urban Place Supplement Policy: APP9

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Temporal Nature of the Effect - Major positive in the short term - longer term.

Effect – APP9 seeks to ensure that the utilisation of waste recycling facilities forms an important component of the construction of a new development, by stating that “provision should be made within each home for the separation and short term storage of organic waste, dry recyclables and any residual waste” (Essex County Council, 2006, UPS). It is deemed that by ensuring that kitchens in new developments are designed to accommodate recycling storage facilities that the rate of household recycling is likely to rise. Currently the recycling rate in Essex is 29.8%, a figure which has grown steadily for the past 10 years and the percentage of waste going into landfill has been reduced over the same period.

The design criteria for communal waste storage is likely to contribute positively to the development of a high quality built environment where people will choose to live, as it compliments the ‘well-designed and built’ component outlined by the Office of the Deputy Prime Minister in Sustainable Communities; Building for the Future (2004). Accessibility for pedestrians and collection vehicles ensures that waste can be disposed of efficiently and conveniently in a user friendly way. Secured by Design Principles are also indirectly evident, it is important for the maintenance of a safe residential environment that quality maintenance and management of the facilities is possible, the design criteria seeks to ensure that adequate space between containers is available to facilitate cleaning. Also safety is enhanced for the local residents by electronic key fobs restricting access to local residents only. Public health and mitigation of any smells from the communal waste facility is also addressed by ensuring adequate ventilation exists.

Recommendation – Not relevant.

Relationship with SEA Directive	SEA Objective
	12. Promote the use of renewable energy.

Urban Place Supplement Policy: APP13

Geographical Spatial Extent – Within new development throughout the local authorities that have adopted the UPS.

Temporal Nature of the Effect - Positive in the short term - medium term and major positive in the longer term.

Effect – APP13 actively seeks to promote the utilisation of renewable energy for new developments, above a threshold of 1000sq metres or 10 dwellings. It is therefore anticipated that this contributes positively to this objective, especially in the longer term because more developments will contain renewable energy sources.

Recommendations – Not relevant.

Relationship with SEA Directive	SEA Objective
	13. Minimise pollution and resource consumption.

Urban Place Supplement Policy: APP4

Geographical Spatial Extent – Within the Local Authorities that adopt the Urban Place Supplement, the mixed-use street shall affect the urban morphology within and in close proximity to neighbourhood centres and town centres.

Temporal Nature of the Effect - Major positive in the short term - longer term.

Effect - APP4 promotes the planting of trees, to form tree lined vistas within urban areas, particularly in and surrounding neighbourhood and town centres. The Air Resources Board based in California conducted research on the effect trees may have on the air quality. Overall it is considered that the planting of trees within urban centres will contribute positively to the air quality throughout the districts that choose to adopt the UPS.

The research undertaken by the Air Resource Board (2002) demonstrates that the benefit to air quality is due to the cooling effect of their shade and removing certain pollutants. “By cooling, trees reduce evaporative emissions from vehicles and other fuel storage. By cooling homes and offices, trees reduce power generation emissions. General cooling also reduces the speed of chemical reactions that lead to the formation of ozone and particulate matter” (ARB, 2002). Also evidence suggests that “leaves and needles have surface area that can

allow for removal (deposition) of ozone, nitrogen dioxide and to a lesser extent particulate matter. Several different factors affect pollutant removal. These factors include how long a parcel of air is in contact with the leaf, the amount of leaf area, as well as the specific pollutant of interest” (ARB, 2002).

The layout of the Mixed-Use streetscape seeks to facilitate accessibility by a choice mode of transportation, therefore it is likely that this type of layout will seek to reduce car dependency and increase the uptake of more sustainable transportation modes. Other forms of transportation are promoted through the provision of parking facilities for bicycles, constructing the road to ensure that it may accommodate vehicles over 7.5tonnes therefore facilitate bus transit and aesthetically pleasing footpaths. Thus it is anticipated that this will contribute positively to an improvement in air quality.

Recommendation – Not relevant.

Chapter 5 - UPS Issues and Alternatives

Chapter 5

10. UPS Issues and Alternatives

The SEA Directive states that 'where an Environmental Assessment is required under Article 3 (1), an Environmental Report shall be prepared in which the likely significant effects on the environment of implementing the plan and programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated' (SEA Directive, Article 5). Outlined below are the main options that have been subject to assessment. These are as follows:

10.1 UPS options:

- **Option A** – Continue Present Approach with no Urban Place Supplement.
- **Option B** – Adoption of the Urban Place Supplement by Local Authorities within Essex that agree to implement.
- **Option C** – District Wide Approach – whereby Districts implement SPD on High Density/Environmentally Friendly and Contextually Sensitive Development Design.

Table 23 - Urban Place Supplement SEA/SA - Comparison of the Urban Place Supplement Options

Sustainability Objective	Option A – Continue Present Approach with no Urban Place Supplement.			Option B – Adoption of the Urban Place Supplement by Local Authorities within Essex that agree to implement.			Option C – District Wide Approach – whereby Districts implement SPD on High Density/Environmentally Friendly and Contextually Sensitive Development Design.					
	Performance Short, Medium and Long Term	Commentary/ Explanation	Performance Short, Medium and Long Term	Commentary/ Explanation	Performance Short, Medium and Long Term	Commentary/ Explanation						
<p>2. To conserve and enhance biodiversity, and designated areas, integrating biodiversity and green space into new development .</p> <p>2. Ensure high design quality to create attractive living environments where people will chose to live.</p>	?	?	?	<p>Evidence suggests that currently there is a lack of coherent planning for higher density, environmentally friendly and contextually sensitive development design throughout Essex. As a result there has been a variation in the quality of design, public acceptability and the degree of integration into the existing urban morphology. Throughout Essex not all new high rise developments have been deemed acceptable by their</p>	✓✓	✓✓	✓✓	<p>CABE conclude that the traditional perception of design as solely a site specific issue is no longer appropriate. It is therefore recommended that planner’s seek to utilise a range of policy tools to outline design within both a local and strategic context. By delivering design policies at the strategic level there will be an improved framework for “private and public investment decisions and mechanisms for the conservation of key natural and built resources” (CABE, 2005,</p>	?	?	?	<p>Similarly to the effects likely to be experienced by adopting option A, there is likely to be variation in the quality guidance produced by the various local authorities that choose to adopt a Supplementary Planning Document on high density, environmentally friendly and contextually sensitive design principles. It is therefore anticipated that the effect in the short, medium and long term is uncertain.</p>

<p>3. Provide a decent home for everyone and affordable housing for all those on low incomes.</p>			<p>residents and local communities.</p>				<p>10).</p>			
<p>4. More sustainable development patterns through good access to public transport, mix of uses and greater intensity of development where possible.</p>			<p>The continuation of the Continuation with the present approach is therefore likely to lead to similar variation in the quality of high density, environmentally more sustainable and contextually sensitive development evident throughout Essex. It is therefore anticipated that by adopting option A the likely effect will be dependent upon the quality of design implemented by the developers and/or planners at the pre-application stage of development, therefore it is uncertain as to the overall effect in the short, medium and longer term.</p>				<p>The adoption of the Urban Place Supplement by Local Authorities within Essex that agree to implement seeks to ensure the delivery of a clear, rigorous and compatible framework with the Essex context. Also seeks to ensure that all authorities that agree to adopt the Urban Place Supplement pursue high quality high density, environmentally sensitive and contextually sensitive development.</p>			
<p>5. More efficient use of the land should be promoted and priority should be given to previously developed land, underused land and vacant</p>										

<p>of waste to be recycled and ensure the design and layout of new development supports sustainable waste management.</p>											
<p>12. Promote the use of renewable energy.</p>											
<p>13. Minimise pollution and resource consumption.</p>											

Chapter 6 - Monitoring Implementation of UPS

Chapter 6

11. Monitoring Implementation of Urban Place Supplement

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

The monitoring of the Urban Place Supplement “allows the actual significant environmental effects of implementing the plan or programme to be tested against those predicted” (Office of the Deputy Prime Minister, 2005, 39). The monitoring of the Urban Place Supplement will aid in the identification of any problems that may arise during the Urban Place Supplement implementation.

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

- the time, frequency and geographical extent of monitoring (e.g. link to timeframes for targets, and monitoring whether the effects is predicted to be short, medium or long term);
- Who is responsible for the different monitoring tasks, including the collection processing and evaluation of social, environmental and economic information; and
- How to present the monitoring information with regard to its purpose and the expertise of those who will have to act upon the information (e.g. information may have to be presented in a form accessible to non-environmental specialists).

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

Table 24 outlines the SEA monitoring framework for the Urban Place Supplement significant effects.

Table 24 - Urban Place Supplement – Monitoring Framework

SEA Objectives	Monitoring Activity	Targets	Responsible Authority	Temporal Extent (Frequency of Monitoring)	Presentation Format	Any Issues with the Monitoring
1. To conserve and enhance biodiversity, and designated areas, integrating biodiversity and green space into development	Change in the population numbers of protected species highlighted in the Essex Biodiversity Action Plan.	Context	Essex County Council	Annual	Tabulated	
	Change in the geographical extent of protected habitats highlighted in the Essex Biodiversity Plan.	Context	Essex County Council	Annual	Spatial maps	
	Proportion and number of approved applications which contravene established Metropolitan Green Belt protocol.	Context	Local Authority	Annual	Tabulated	May not currently be collected
	Net change in area of Green Belt and location and area of deletions / additions.	Context	Essex County Council	Annual	Spatial maps	
	Increase in area of new woodland	Context	Local Authority	Annual	Spatial Maps	

	provided in priority areas identified in ENV4 of the Draft East of England Plan (2004).					
	Regional stock and condition of National Parks, Areas of Outstanding Natural Beauty and Heritage Coasts.	Context	English Nature	Every 3 years	Tabulated	
	Regional stock and condition of RAMSAR sites, Special Protection Areas, Special Areas of Conservation, National Nature Reserves and Sites of Special Scientific Interest (SSSI).	Context	English Nature	Every 3 years.	Tabulated	
2. Ensure high design quality to create attractive living environments where people will chose to live.	Monitor changes in the Index of Deprivation throughout all the Districts that choose to adopt the UPS (including the alterations in the domains).	Context	Local Authority	4 Years	Tabulated	
	To monitor the number and proportion of	Context	Local Authority	Annual	Tabulated	May not be recorded at

	planning applications with conditions related to landscaping.					present.
	To monitor the number and proportion of planning applications with fully inclusive access.	10% of housing units in developments of 25 or more dwellings are designed, or capable of easy adaptation to, housing for long term needs. (Rochford District Local Plan)	Local Authority	Annual	Tabulated.	May not be recorded at present.
	Monitor garden sizes outlined in planning applications.	With the exception of flats, new housing should have at least 50 sqm of usable garden space which is not directly overlooked by neighbouring properties.	Local Authority	Annual	Tabulated	May not be monitored at present.

		<p>Rear gardens should be at least 10 metres in depth. This may be reduced if the developer can demonstrate that there is a benefit in designing wide frontage houses in which garden area would exceed 50 metres.</p> <p>For flats, the garden size should be 25m² per dwelling</p>				
	To monitor the housing density of new developments.	For new housing developments housing densities of 30-50 dwellings per hectare ensure land is	Local Authority	Annual	Tabulated	

		utilised efficiently.				
	To monitor the number of new developments that take place on previously developed land.	By 2008 60% of additional housing should be provided on previously developed land and through conversions of existing buildings	Local Authority – Essex County Council as part of the SLA.	Annual	Tabulated	
	To monitor crime by type and number of offences.	Context	Crime Statistics Online, Home Office	Annual	Tabulated	
3. Provide a decent home for everyone and affordable housing for all those on low incomes	To monitor the population of each District.	Context	Office of National Statistics	Annual	Tabulated	
	Monitor changes in the Index of Deprivation throughout all the Districts that choose to adopt the UPS (including the alterations in the	Context	National Statistics Online	Annual	Tabulated	

	domains).					
	Monitor the number of residential dwellings that meet the decent homes standard by 2010.	Context	Local Authority	Annual	Tabulated	
	To monitor the number of affordable housing units developed.	A target of 35% of new units from the total of all sites in the District should form the basis for negotiation as subsidised affordable housing. (Rochford District Council)	Local Authority	Annual	Tabulated	
4. More sustainable transport development patterns through good access to public transport mix of uses and greater intensity of development where possible.	To monitor Barriers to Housing and Services Indices of Deprivation Domain with particular reference to the Geographical Barriers Sub Domain.	The Urban Design Compendium states major residential developments should be: 250metres(m) from a post or telephone box	Local Authority	4 Years	Tabulated / Spatial Maps	

		<p>400m from a newsagents</p> <p>800m from local shops, bus stop, health centre and perhaps a primary school</p> <p>Percentage of rural households who live within 13 minutes walking distance of an hourly bus service.</p>				
	Monitor the change in the number of passenger transport journeys undertaken by sustainable transport.	Context	Essex County Council	Annual	Tabulate	
	To monitor housing density for new developments.	Context	Local Authority	Annual	Tabulated	
	To monitor floor space in terms of size and type.	Context	DCLG	Annual	Spatial Maps / Tabulated	
	To monitor alterations in the	All new employers	Census	10 Years	Spatial Maps	

	mode of transportation adopted by commuters.	with more than 50 employees to implement Green Commuter Plans, and all major public bodies to implement them by 2006. Number of employers with Green Commuter Plans			/ Tabulated	
5. More efficient use of the land should be promoted and priority should be given to previously developed land, underused land and vacant buildings.	To monitor the number of new developments that take place on previously developed land.	Context	Essex County Council	Annual	Tabulated / Spatial maps	
	To monitor the housing density of new developments.	Context.	Local Authority	Annual	Tabulated	
6. New development not to increase flooding or river pollution.	To monitor water levels in rivers close to new developments and mitigate any changes in depth.	Context	Local Authority	Annual	Tabulated	

	To monitor water quality of rivers running through new developments. Water can be monitored for both its biological and chemical quality, including phosphate and nitrate levels.	Context	Environment Agency	Annual	Tabulated	
	Monitor the number of planning applications in areas of flood risk.	Context	Local Authority	Annual	Tabulated	May not be monitored at present.
	Monitor the number of planning applications that contain conditions which impose flood mitigation measures.	Context	Local Authority	Annual	Tabulated	May not be monitored at present.
7. New development to help reduce water consumption per capita.	To monitor average water consumption in each district.	Context	Water companies	Annual	Tabulated	

	To monitor planning applications which feature water conservation measures as part of their design.	Context	Local Authority	Annual	Tabulated	May not be monitored at present.
8. Improve air quality	Monitor alterations in air quality levels throughout the District that implement the UPS.	Context	Local Authority	Annual	Tabulated	
	To monitor alterations in the mode of transportation adopted by commuters.	All new employers with more than 50 employees to implement Green Commuter Plans, and all major public bodies to implement them by 2006. Number of employers with Green Commuter	Census	10 Years	Spatial Maps / Tabulated	To monitor alterations in the mode of transportation adopted by commuters.

		Plans				
9. Promote more sustainable transport choices and reduce the need to travel by car	Monitor the percentage of journeys taken by car.	Increase the proportion of journeys taken by modes other than the private car from 29% in 1998 to 35% by 2020.	Essex County Council	Annual	Tabulated	
	To monitor the number of passenger transport journeys undertaken by public transport.	Context	Essex County Council	Annual	Tabulated	
	To monitor the percentage of footpaths and other Public Rights of Way which were easy to use by members of the public.	Context	Essex County Council	Annual	Tabulated	
	Percentage of pedestrian crossings with facilities for	Context	Essex County Council	Annual	Tabulated	

	disabled people.					
	To monitor Barriers to Housing and Services Indices of Deprivation Domain with particular reference to the Geographical Barriers Sub Domain.	<p>The Urban Design Compendium states major residential developments should be:</p> <p>250metres(m) from a post or telephone box</p> <p>400m from a newsagents</p> <p>800m from local shops, bus stop, health centre and perhaps a primary school</p> <p>Percentage of rural households who live within 13 minutes walking distance of an hourly bus service.</p>	Local Authority	4 Years	Tabulated / Spatial Maps	
	Monitor the number	Urban	Essex County	Annual	Tabulated	

	<p>of public transport services to ensure the minimum accessibility level is maintained.</p>	<p>Regional Interchange Centres – quarter-hourly service during day for 90% of households/jobs plus hourly evening services</p> <p>Other urban centres – half hourly service during day for 90% of households/jobs plus hourly evening services</p> <p>Peri-urban areas – hourly daytime service (and 2 in peak) for 75% of households/jobs plus limited evening service.</p> <p>Market towns – Up to 5</p>	<p>Council</p>			
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		services (including 2 in peak) per day for 50% of households/jobs				
10. Design new development carefully with a respect to the historic context.	Monitor the number of planning applications that contain conditions that seek to ensure development is sympathetic to the local context.	Context	Local Authority	Annual	Tabulated	May not be currently monitored.
11. Increase the proportion of waste to be recycled and ensure the design and layout of new development supports sustainable waste management.	Reduce the quantity of waste going to final disposal by 20% on 2000 levels by 2010 and in the order of 50% by 2050.	Context	Essex County Council	Annual	Tabulated	
	To monitor changes in the stock, type, capacity and location of waste management facilities.	Context	Essex County Council	Annual	Tabulated	

	To monitor waste arising and the amounts of waste recycled, recovered or going for disposal.	Context	Essex County Council	Annual	Tabulated	
	To seek to recover the maximum value in terms of recycling and energy creation from waste.	Context	Essex County Council	Annual	Tabulated	
	To monitor the recovery of municipal waste to ensure recovery is within targets.	Recovery of: 50% at 2010 70% at 2015	Essex County Council	Annual	Tabulated	
	To monitor the recovery of commercial and industrial waste to ensure recovery is within targets.	Recovery of: 66% at 2005 75% at 2015	Essex County Council	Annual	Tabulated	
12. Promote the use of	To monitor the	Context	Local Authority	Annual	Tabulated	May not be

renewable energy	number of planning applications that integrates renewable energy.					currently monitored.
13. Minimise pollution and resource consumption	To monitor the number of planning applications related to renewable energy.	Context	Local Authority	Annual	Tabulated	May not be currently monitored.

The following information highlights contextual effects that may be monitored to provide an indication of the general state of the environment and determine the effect the Urban Place Supplement is having upon the County of Essex.

11.2 Contextual SEA Monitoring Framework

Biodiversity

- Number and area of designated sites (RAMSAR, SSSIS, NNRS, LNRS, Ancient Woodland, Special Verges)/ net increase/reduction.

Water Quality

- % change in chemical water quality of freshwater river lengths by river
- % change in biological water quality of freshwater river lengths by river
- Change in the quality of estuarine waters by length
- Length and location of water body classified as NVA
- Area of land classified as being at High Flood Risk
- Location and area realigned by water intrusion.
- Water status by water body type and length/area
- Proportion of water bodies by body and length classified as 'good'
- Number and location of pollution incidents of WFD 'certain substances'
- Analysis of river basin characterisation
- Progress with River catchment management plans
- Average estimate of total household consumption of water (litres/head/day) & total households
- Reservoir capacity (excluding winter storage) to customer area.

Soil

- Area, location and number of sites decontaminated/district.

Air Quality

- TTWA by distance and mode

Climatic Factors

- Energy generation – KW/GW of energy produced from 'renewable' sources & as a proportion of county energy generation
- Energy consumption – average energy consumption KWh / household

Built Environment

- Unemployment rates (%)
- Number of employees by employment division/district
- National retail ranking
- No. and area of allotment provision and uptake
- Recorded crime rates/1000 of population in built areas/rural areas
- Perceived fear of crime

Population & Health

- Population size, structure and morbidity stats
- Average property price to income ratio
- IMD measure – years of potential life lost.

Appendices

**Appendix 1 - Review of the Plans and Programmes -
Urban Place Supplement**

Appendix 1 - Review of the Plans and Programmes - Urban Place Supplement

Plan/ Programme	Key objectives relevant to the plan and SA	Key targets and indicators relevant to plan and SA	Issues for consideration in SA
International			
European and international Sustainability Development Strategy (May 2004)	<ul style="list-style-type: none"> * Limit climate change and increase the use of clean energy. * Address threats to public health. * Manage natural resources more responsibly. * Improve the transport system and land use management. 	<p>* Each of the objectives has a set of headline objectives and also measures at the EU level.</p> <p>Headline Objectives;</p> <ul style="list-style-type: none"> * The EU will meet its Kyoto commitment. Thereafter, the EU should aim to reduce atmospheric greenhouse gas emissions by an average of 1% per year over 1990 levels up to 2020. * The union will insist that the other major industrialised countries comply with their Kyoto targets. This is an indispensable step in ensuring the broader international effort needed to limit global warming and adapt to its effects. * Make food safety and quality a key objective of all players in the food chain. * By 2020, ensure that chemicals are only produced and used in ways that do not pose significant threats to human health and the environment. * Tackle issues related to outbreaks 	<ul style="list-style-type: none"> • Climate change • Public health • Natural resources • Transport

		<p>of infectious diseases and resistance to antibiotics.</p> <ul style="list-style-type: none"> * Break the link between economic growth, the use of resources and the generation of waste. * Protect and restore habitats and natural systems and halt the loss of biodiversity by 2010. * Improve fisheries management to reverse the decline in stocks and ensure sustainable fisheries and healthy marine ecosystems, both in the EU and globally. 	
<p>European Spatial Development Perspective (May, 1999)</p>	<p>Spatial development policies promote sustainable development of the EU through a balanced spatial structure;</p> <ul style="list-style-type: none"> * Development of a balanced and polycentric urban system and a new urban-rural relationship; * Securing parity of access to infrastructure and knowledge; and * Sustainable development, prudent management and protection of nature and cultural heritage. 	<ul style="list-style-type: none"> * Comprehensive information at the international level that may be used for the baseline data. 	<ul style="list-style-type: none"> • Urban system • Infrastructure • Sustainable development
<p>European Community Biodiversity Strategy</p>	<ul style="list-style-type: none"> * Anticipate, prevent and attack the causes of significant reduction or loss of biological diversity at the source. 	<ul style="list-style-type: none"> * No relevant targets. 	<ul style="list-style-type: none"> • Biological diversity • Climate change • Health issues • Natural resources • Waste management

<p>Environment 2010: Our Future, Our Choice</p> <p><i>The Sixth Environment Action Programme of the European Community</i></p>	<ul style="list-style-type: none"> * Tackle climate change, * Protect nature and wildlife, * Address environment and health issues, * Preserve natural resources and manage waste. 	<ul style="list-style-type: none"> * Reduce greenhouse gas emissions by 8% compared with 1990 levels by 2008 – 12 (as agreed at Kyoto); * Reduce global emissions by approximately 20-40% on 1990 levels 2020; * Tackle the long term goal of a 70% reduction in emissions set by the Intergovernmental Panel on Climate Change. <p>Reduce the quantity of waste going to final disposal by 20% on 2000 levels by 2010 and in the order of 50% by 2050.</p>	
National			
<p>PPS1; Delivering Sustainable Development</p>	<p>Planning should seek to facilitate and promote sustainable and inclusive patterns of urban and rural development by;</p> <ul style="list-style-type: none"> * Making suitable land available for development in line with economic, social and environmental objectives to improve people’s quality of life; * Contributing to sustainable development; * Protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities; * Ensuring high quality development 	<ul style="list-style-type: none"> * Accessibility for all members of the community to jobs, health, housing, education, shops, leisure and community facilities. 	<ul style="list-style-type: none"> • Sustainable development • Natural and historic environment • Inclusive design

	<p>through good and inclusive design, and efficient use of resources; and</p> <p>* Ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.</p>		
PPG3; Housing	<p>* Plan to meet the housing requirements of the whole community, including those in need of affordable and special needs housing</p> <p>* Provide wider housing opportunity and choice and a better mix in the size, type and location of housing than is currently available, and seek to create mixed communities;</p> <p>* Provide sufficient housing land but give priority to re-using previously-developed land within urban areas, bringing empty homes back into use and converting existing buildings, in preference to the development of greenfield sites;</p> <p>* Create more sustainable patterns of development by building in ways which exploit and deliver accessibility by public transport to jobs, education and health facilities, shopping, leisure and local services;</p>	<p>Indicator – Affordable housing should meet local needs as identified in the Local Housing Needs Strategy.</p> <p>Indicator – Urban capacity identified in the Local Authorities Urban Capacity Studies.</p> <p>Target – By 2008 60% of additional housing should be provided on previously developed land and through conversions of existing buildings.</p> <p>Target – For new housing developments housing densities of 30-50 dwellings per hectare ensure land is utilised efficiently.</p>	<ul style="list-style-type: none"> ■ Housing requirements ■ Housing opportunity ■ Sufficient housing land ■ Sustainable development ■ Public Transport ■ Good design

	<p>* Make more efficient use of land by reviewing planning policies and standards;</p> <p>* Place the needs of people before ease of traffic movement in designing the layout of residential developments;</p> <p>* Seek to reduce car dependence by facilitating more walking and cycling, by improving linkages by public transport between housing, jobs, local services and local amenity, and by planning for mixed use; and</p> <p>* Promote good design in new housing developments in order to create attractive, high-quality living environments in which people will choose to live.</p>		
<p>PPS6; Planning for Town Centres</p>	<p>Key objective – Is to promote town centre vitality and viability by;</p> <p>* Planning for the growth and development of existing centres; and</p> <p>* Promoting and enhancing existing centres, by focusing development in such centres and encourage a wide range of services in a good environment, accessible to all.</p>	<p>Local Authorities are to collect information which may be utilised as key indicators;</p> <ul style="list-style-type: none"> • Diversity of main town centre uses (by number, type and amount of floorspace). • The amount of retail, leisure and office floorspace in edge-of-centre and out-of- 	<ul style="list-style-type: none"> • Planning for growth • Enhancing existing centres • Providing range of services • Improving productivity and accessibility • Investment • Sustainable development • Inclusive design

	<p>Other objectives;</p> <ul style="list-style-type: none"> * Enhancing consumer choice by making provision for a range of shopping, leisure and local services, which allow genuine choice to meet the needs of the entire community, and particularly socially excluded groups, * Supporting efficient, competitive and innovative retail, leisure, tourism and other sectors, with improving productivity; and * Improving accessibility, ensuring that existing or new development is, or will be accessible and well served by choice of means of transport. * Encourage investment to regenerate deprived areas, creating additional employment opportunities and an improved physical environment; * To deliver more sustainable patterns of development, ensuring that locations are fully exploited through high density, mixed use development and promoting sustainable transport choices, including reducing the need to travel and providing alternatives to car use. * To promote high quality and inclusive design, improve the quality of the public realm and open spaces, protect and enhance the architectural and historic heritage of centres, provide a sense of place and a focus 	<p>centre</p> <p>Locations.</p> <ul style="list-style-type: none"> • The potential capacity for growth or change of centres in the network. • Retailer representation and intentions to change representation. • Shopping rents. • Proportion of vacant street level property. • Commercial yields on non-domestic property (i.e. the capital value in relation to the expected market rental. • Pedestrian flows (footfall). • Accessibility • Customer and residents' views and behaviour. • Perception of safety and occurrence of crime. • State of the town centre environmental quality. 	
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	for the community and for civic activity and ensure that town centres provide an attractive, accessible and safe environment for businesses, shoppers and residents.		
PPS9; Biodiversity and Geological Conservation	<p>* To promote sustainable development by ensuring that biological and diversity is conserved and enhanced as an integral part of social, environmental and economic development.</p> <p>* To conserve, enhance and restore the diversity of England's wildlife and geology.</p> <p>* To contribute to rural renewal and urban renaissance.</p>	<p>* The location of designated sites of importance for biodiversity and geodiversity, making clear distinctions between the hierarchy of international, national, regional and locally designated sites.</p> <p>* Identify areas or sites for restoration or creation of new priority habitats which contribute to regional targets.</p> <p>* Quantity of use of previously developed land for new development (previously developed land makes a major contribution to sustainable development by reducing the amount of countryside and undeveloped land that needs to be used).</p> <p>* Number of planning obligations used to 'building-in beneficial biodiversity or geological features as part of good design'.</p>	<ul style="list-style-type: none"> • Sustainable development • Wildlife and geology • Rural renewal
PPS10; Planning for Sustainable Waste Management	<p>* Ensure the provision of waste management facilities in appropriate locations.</p>	<p>PPS 10 states that as a minimum monitoring should include changes in the stock of waste management facilities, waste arising and the amounts of waste recycled, recovered or going for disposal (may be utilised as indicators or to</p>	<ul style="list-style-type: none"> • Waste management

		derive targets).	
PPG13; Transport	<ul style="list-style-type: none"> * Promote more sustainable transport choices for both people and for moving freight. * Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling. * Reduce the need to travel, especially by car. 	* National parking standards are outlined.	<ul style="list-style-type: none"> • Sustainable transport • Accessibility
PPG15; Planning and the Historic Environment	* Need effective protection for all aspects of the historic environment.	* No relevant targets.	<ul style="list-style-type: none"> • Protecting historic environment
PPG16; Archaeology and Planning	* Preserve, enhance and protect sites of archaeological interest.	* Useful source for baseline data, indicators and potential target formation – Royal Commission on the Historical Monuments of England (RCHME).	<ul style="list-style-type: none"> • Protecting archaeological interests
PPG17; Planning for Open, Space, Sport and Recreation	<ul style="list-style-type: none"> * Networks of accessible, high quality open spaces and sport and recreational facilities, in both urban and rural areas, which meet the needs of residents and visitors, are fit for purpose and economically and environmentally sustainable. * An appropriate balance between new provision and the enhancement of existing provision. * Clarity and reasonable certainty for developers and land owners in 	Indicator – Local Authorities are required to undertake robust assessments of the existing and future needs of their communities for open space, sports and recreational facilities.	<ul style="list-style-type: none"> • Open space • Recreation

	relation to the requirement expectations of local planning authorities in respect of open space and sport and recreational provision.		
PPG20; Coastal Planning	<p>* To conserve, protect and enhance natural beauty of the coasts, including their terrestrial, littoral and marine flora and fauna, and their heritage features of architectural, historical and archaeological interest.</p> <p>* To facilitate and enhance the enjoyment, understanding and appreciation by the public of heritage coasts by improving and extending opportunities for recreational, educational, sporting and tourist activities that draw on, and are consistent with conservation of their natural beauty and the protection of their heritage features.</p> <p>* To maintain, and improve where necessary, the environment health of inshore waters affecting heritage coasts and their beaches through appropriate works and management measures; and</p> <p>* To take account of the needs of agriculture, forestry and fishing, and economic and social needs of the small communities on these coasts, through promoting sustainable forms of social and economic development,</p>	* No targets.	<ul style="list-style-type: none"> • Protection flora and fauna • Extending leisure activities • Improvement of environment of inshore waters • Economic and social needs of communities • Protection of coastline

	<p>which in themselves conserve and enhance natural beauty and heritage features.</p> <p>* Protect and enhance the natural character and landscape of the undeveloped coastline.</p>		
PPS22; Renewable Energy	<p>* Encourage the appropriate development of further renewable energy schemes.</p>	<p>* Government target set out in the Energy White Paper is that 'by 2010 we should generate 10% of electricity from renewable sources, with the aspiration that this increases to 20% by 2020.</p>	<ul style="list-style-type: none"> • Renewable energy
PPS23; Planning and Pollution Control	<p>Government objectives set out in DETR Circular 02/2000 Contaminated Land, these are;</p> <p>* to identify and remove unacceptable risks to human health and the environment;</p> <p>* to seek to bring damaged land back into beneficial use; and</p> <p>* To seek to ensure that the cost burdens faced by individuals, companies and society as a whole are proportionate, manageable and economically sustainable.</p> <p>The overall aim of PPS23 is;</p> <p>* To ensure the sustainable and beneficial use of land (and in particular encouraging reuse of previously developed land in</p>	<p>The Kyoto Protocol agreed targets are outlined in PPS23, they include;</p> <p>* To reduce greenhouse gas emissions by 12.5% below base year (1990) levels by 2008-2012.</p> <p>* Cut carbon dioxide emissions by 20% below 1990 levels by 2010.</p> <p>Energy White Paper Targets outlined;</p> <p>* Reduction of carbon dioxide emissions by 60% from current levels by 2050.</p> <p>Indicators may be derived from the – Air Quality Strategy for England, Scotland, Wales and Northern Ireland, published in 2000.</p>	<ul style="list-style-type: none"> • Human health • Sustainable development

	<p>preference to Greenfield sites).</p> <p>* Ensure that polluting activities that are necessary for society and the economy minimise the adverse effects.</p>		
PPG24; Planning and Noise	<p>* Minimise the impact of noise without placing unreasonable restrictions on development.</p>	<p>* No targets.</p> <p>* Contains Noise Exposure Categories.</p>	<ul style="list-style-type: none"> • Noise pollution
PPG25; Development and Flood Risk	<p>* Reduce the risks to people and the developed and natural environment from flooding.</p>	<p>* Contains baseline data for Britain.</p>	<ul style="list-style-type: none"> • Flooding
Securing the Future Delivering UK Sustainable Development Strategy (March, 2005)	<p>Guiding principles for the 2005 UK Sustainable Development Strategy;</p> <p>* Living within environmental limits.</p> <p>* Ensuring a strong, healthy and just society.</p> <p>* Achieving a sustainable economy.</p> <p>* Promoting good governance.</p> <p>* Using sound science responsibly.</p>	<p>* Very comprehensive list of targets and indicators in chapter 7 of the document.</p>	<ul style="list-style-type: none"> • Sustainable economy
Towards and Urban Renaissance, 1999	<p>* Promote high quality compact development</p> <p>* Improve the management of the urban environment</p> <p>* prudent use of resources, encourage Brownfield development and recycling of buildings</p>	<p>* Targets are set out throughout the document.</p>	<ul style="list-style-type: none"> • Design quality • Sustainable development • Quality of the urban environment
By Design – Urban Design and the planning system:	<p>* Encourage higher standards in urban design</p> <p>* Promote urban design is a key to creating sustainable development</p> <p>* Promote a better use of the planning</p>	<p>* No targets</p>	<ul style="list-style-type: none"> • Design quality • Sustainable development

towards a better practice, 2000	system's tools to help deliver better design * Promote better practice in design		
REGIONAL			
Regional Planning Guidance for the South East (RPG9) (March, 2001)	<p>The main principles that should govern the continuing development of the Region are;</p> <p>* Urban areas should become the main focus for development through making them more attractive, accessible and better able to attract investment;</p> <p>* Greenfield development should normally take place only after other alternatives have been considered, and should have regard to the full social, environmental and transport costs of location;</p> <p>* The pattern of development should be less dispersed with more sustainable patterns of activity, allowing home, work, leisure, green spaces, cultural facilities and community services to be in closer proximity.</p> <p>* The South East's international connections should be developed as a basis for the enhancement of the Region's attractiveness in Europe and</p>	* Very comprehensive list of targets and indicators (Page 100-101).	<ul style="list-style-type: none"> • Urban development • Greenfield development • Sustainable patterns of activity • Affordable housing • Sustainable development • Biodiversity • Economic diversification <p>Transport investment</p>

	<p>the world.</p> <ul style="list-style-type: none"> * Economic opportunities should be increased by raising skills levels and reducing the disparities between the different parts of the region. * Sufficient housing, and in particular affordable housing, should be provided for all who need to live and work in the region, to encourage social inclusion and avoid pressure for housing in adjoining regions. * The development of housing should be more sustainable, providing a better mix of sizes, types and tenures, having regard to the structure of households and people's ability to access homes and jobs. * Development should be located and designed to enable more sustainable use of the Region's natural resources. * Continued protection of the Region's biodiversity, landscape, built and historic heritage. * The life of the countryside and rural communities should be sustained through economic diversification which respects the character of different parts of the Region and enables sustainable agriculture and forestry. * Should be an increased ability to meet normal travel needs through safe walking, cycling and public transport with reduced reliance of the 		
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	<p>car.</p> <p>* Transport investment should support the spatial strategy, maintaining the existing network, enhancing access as part of more concentrated forms of development, overcoming bottlenecks and supporting higher capacity and less polluting modes of transport.</p>		
<p>Draft Regional Spatial Strategy for the East of England (RSS14) (December, 2004)</p>	<p>* Increase prosperity and employment growth to meet identified employment needs of the region, and achieve a more sustainable balance between workers and jobs;</p> <p>* Improve social inclusion and access to employment and services and leisure and tourist facilities among those who are disadvantaged.</p> <p>* Maintain and enhance cultural diversity while addressing the distinctive needs of different parts of the region.</p> <p>* Increase the regeneration and renewal of disadvantaged areas.</p> <p>* Deliver more integrated patterns of land-use, movement, activity and development, including employment and housing.</p> <p>* Sustain and enhance the vitality and viability of town centres.</p> <p>* Make more use of previously developed land and existing buildings, and use land more efficiently in meeting future development needs.</p>	<p>* Very comprehensive list of targets and indicators are set out in appendix D (page 237).</p>	<ul style="list-style-type: none"> • Employment needs • Social inclusion • Cultural diversity • Regeneration • Affordable housing • Natural environment • Biodiversity • Resources • Infrastructure • Flooding

	<ul style="list-style-type: none"> * Meet the region's identified housing needs, and in particular provide sufficient affordable housing. * Protect and enhance the built and historic environment and encourage good quality design and the use of sustainable construction methods for all new development. * Protect and enhance the natural environment, including its biodiversity and landscape character. * Minimise the demand for use of resources, particularly water, energy supplies, minerals, aggregates and other natural resources, whether finite or renewable by encouraging efficient use, re-use of recycled alternatives, and trying to meet needs with minimum impact. * Ensure that infrastructure programmes will meet current deficiencies and development requirements, and that the responsible agencies commit the resources needed to implement these programmes and co-ordinate delivery with development. * Minimise the risk of flooding. 		
Sustainable Futures; The Integrated Regional Strategy for the	* To improve the quality of life for everyone who lives or works in the East of England. This will be achieved through 5 high level outcomes;	* Indicators related to the National Sustainable Development Framework.	<ul style="list-style-type: none"> • Quality of life

<p>East of England (February, 2005)</p>	<p>- An exceptional knowledge base and a dynamic economy in the region, - Opportunities for everyone to contribute to – and benefit from – the region’s economic dynamism, - Strong, inclusive, healthy and culturally rich communities, - A more resource-efficient region.</p>		
<p>Sustainable Communities Building for the Future</p>	<p>* Improve social housing. * Tackle low demand and abandonment. * Tackle housing shortage. * Protect the countryside and enhance its character. * Where new and expanded communities are needed, to ensure that these are sustainable, well-designed, high quality and attractive places in which people will positively choose to live and work.</p>	<p>* Target to ensure all social housing meets the decent homes standard by 2010. * Expect new developments to achieve densities of 30-50 dwellings per hectare, sometimes more. * 60% of additional homes should be on previously developed land. * Remediate Brownfield land at a rate of over 1, 400 hectares per year for economic, commercial, residential and leisure use. * Good baseline data.</p>	<ul style="list-style-type: none"> • Social housing • Housing shortages • Protection of countryside • Sustainable communities
<p>Integrated Regional Strategy (February 2005)</p>	<p>* Achieve high quality and sustainable development solutions in the Growth Areas and other parts of the region facing growth and regeneration pressures, * Harness fully the region’s strengths in science, research and development and in the surrounding commercialisation processes.</p>	<p>* The performance measurement framework for RDA’s is currently under review.</p>	<ul style="list-style-type: none"> • Sustainable development • Social exclusion • Resources • Transport corridors

	<p>* Address the causes and implications of persistent deprivation and social exclusion wherever it exists in the region.</p> <p>* Effect a step change in the efficiency of resources use and the management of the region's distinctive natural and built environmental assets.</p> <p>* Capture the benefits from – and manage the impacts of – the region's international gateways and national transport corridors.</p>		
County			
<p>Essex and Southend-on-Sea Replacement Structure Plan (Adopted April, 2001)</p>	<p>* Concentrate new development and redevelopment, wherever possible, within existing urban areas.</p> <p>* Ensure that any new greenfield development only takes place after all other urban alternatives have been considered.</p> <p>* Promote more compact patterns of development and mixed use development.</p> <p>* Promote the vitality and viability of the urban environment and existing town centres.</p> <p>* To promote a more prosperous, vigorous and competitive local economy.</p> <p>* To increase local employment opportunities throughout the whole of</p>	<p>* Very comprehensive list of targets and indicators outlined in chapter 18 (page 180).</p>	<ul style="list-style-type: none"> • Mixed use development • Employment opportunities • Investment • Affordable housing • Maintain countryside and coastline • Biodiversity • Sustainable travel patterns

	<p>the plan area whilst at the same time significantly reducing the spatial disparities in economic success between its different parts.</p> <ul style="list-style-type: none"> * To target investment, infrastructure and land allocations to facilitate the development and regeneration of urban areas and give particular support and priority to those areas identified as being in need of economic regeneration. * Provide sufficient housing for all those who need to live and work in the plan area, as the need arises, through an appropriate range of dwellings in relation to type, size, design, tenure, price and affordability. * To manage growth and development to maintain a sustainable balance throughout the plan area between local jobs and housing. * To maintain a diverse and attractive countryside and undeveloped coastline. * To protect, maintain and enhance the area's biodiversity, nature conservation, landscape, natural resources and built and historic environment. * Maintain and develop a transport network which supports, the implementation of the plan's strategy, an integrated approach which provides for a choice of means of 		
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	travel, more sustainable travel patterns and greater accessibility.		
ECC Minerals Local Plan 1996	<p>The objectives for the Minerals Local Plan are similar to those set out in Minerals Policy Guidance 1 (June, 1996);</p> <p>* To conserve minerals as far as possible, whilst ensuring an adequate supply to meet needs;</p> <p>* To ensure that the environmental impacts caused by minerals operations and the transport of minerals are kept, as far as possible, to an acceptable minimum;</p> <p>* To minimise production of waste and to encourage sensitive working, restoration and aftercare practices so as to preserve or enhance the overall quality of the environment;</p> <p>* To protect areas of designated landscape or nature conservation value from development, other than in exceptional circumstances and where it has been demonstrated that development is in the public interest, and</p> <p>* To prevent the unnecessary sterilisation of mineral resources.</p>	<ul style="list-style-type: none"> • Area wide targets to be determined 	<ul style="list-style-type: none"> • Minerals • Waste management • Protection of nature conservation
Essex and Southend Waste Local Plan 2001	Objectives are consistent with the aims of sustainable development to achieve a balance between:	<ul style="list-style-type: none"> • Area wide targets to be determined 	<ul style="list-style-type: none"> • Minimising waste • Waste management

	<p>* minimising waste by recycling/composting and other means; * Making adequate provision of necessary waste management facilities; and * Safeguarding the environment of Essex and the quality of life of its residents.</p>		
Local			
<p>Adopted Review Colchester Borough Local Plan (March, 2004)</p>	<p>* DC1 All proposals for development, including changes of use, will be permitted only if they satisfactorily meet the following criteria where relevant: a) The development will not cause unacceptable harm through pollution to land, air and water or to people or natural resources; b) The development will be well designed, having regard to local building traditions, and should be based on a proper assessment of the surrounding built and natural environment. Where necessary, a clear written statement setting out the design principles followed, and showing how local distinctiveness will be promoted and retained, will be required; c) Developments will be located and designed to provide for:</p>	<ul style="list-style-type: none"> • Implementation and monitoring section. 	<ul style="list-style-type: none"> • Natural resources • Historic resources • Greenlinks • Town centres • Rural/ urban communities • Transport infrastructure • Services • Design and Layout • High Densities

<p>Adopted Basildon District Local</p>	<p>(i) comprehensive and safe facilities for cyclists and pedestrians, linking to existing routes where possible; (ii) high levels of accessibility by public transport; (iii) where relevant, servicing, car and cycle parking to currently adopted standards. d) The highway network, either as existing or to be developed within the county road hierarchy, will be able to accommodate safely the extra traffic the proposal will generate; e) It will not lead to the loss or degradation of important cultural, historic, ecological or rural resources, unless alternative compensatory provision acceptable to the Council will be provided; f) The Council's open space standards for the development will be met, and the proposal will not entail a loss of open space or other sport and recreational facilities, unless alternative provision acceptable to the Council will be provided; g) The services and infrastructure required to serve the development will be provided in a timely manner; h) It will not have an adverse impact on the vitality and/or viability of Colchester Town Centre, rural district centres, local shopping centres and village shops and services.</p>		
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<p>Plan (September 1990)</p>	<p>*BAS S1 provision is made for about 10,700 dwellings in the district between 1986 and 2001 and to achieve the provision for residential.</p>		
<p>Adopted Braintree District Local Plan (July 2005)</p>	<p>*BAS TC1 Development appropriate to a town centre, including retailing, offices, recreation or community facilities and residential is encouraged.</p>		
<p>Adopted Castle Point District Local Plan (November 1998)</p>	<p>*RLP9 Design and layout of housing and mixed-use areas. *RLP10 Residential Density.</p>		
<p>Adopted Chelmsford Borough council Local Plan (November 1997)</p>	<p>*H3 New Development Sites * H9 New Housing Densities</p>		
<p>Adopted Epping Forest District Local</p>	<p>*ENV21 Residential Layout *HO1 Housing Proposals Housing layouts and landscaping.</p>		
	<p>*DBE5 where new residential developments involve the creation of</p>		

<p>Plan (January 1998)</p>	<p>a new street system, or an extension to an existing system. *Allowing for the convenient movement of pedestrians and cyclists within the development.</p>		
<p>Adopted Review Harlow borough Council Local Plan (January 2004)</p>	<p>*BE3 all new developments, except in proven cases, should demonstrate, through the design considerations of scale, layout access and landscape, how it could be adapted to a change in use and accommodate a variety of activities.</p>		
<p>Adopted Maldon District Local Plan (May 2005)</p>	<p>*BE1 Design of new development and landscaping. Development Proposals will promote:- a) They are compatible with their surroundings, and/or improve the surrounding location in terms of :- i) Layout ii) Site coverage iii) Architectural style iv) Scale / bulk / height v) External materials vi) Visual impact vii) Effect on the safety and or amenity of neighbouring properties or the occupiers therein viii) Relationship to mature trees ix) Relationship to important landscape or open spaces</p>		

<p>Adopted Rochford District Local Plan (May 2004)</p> <p>Adopted review Tendring District Local</p>	<p>x) Traffic impact and access arrangements. b) Within defined development boundaries they harmonise with the general character of the area in which they are set; c) Outside defined development boundaries they make a positive contribution to the landscape and open countryside; d) Measures to protect important nearby features such as trees and historic buildings during the construction process are included; e) Landscaping is included as an integral part of the overall design; f) Amenity space is provided appropriate to the type of development</p> <p>*HP6 Design and layout *HP4 design statements developments more than 12 dwellings will need a design statement.</p> <p>*QL9 Design of new development. All new developments should make a positive contribution to the quality of the local environment and protect or enhance local character.</p>		
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<p>Plan (April 2004)</p> <p>Adopted Uttlesford District Local Plan (January 2005)</p> <p>Adopted Thurrock Local Plan (March 2003)</p>	<p>*H1 Housing development Promoting the development of 5052 dwellings for the period 2001 to 2011. Promoting the development on previously developed land.</p> <p>*H8 New Housing Densities. *CF2 Community Facilities in new Housing developments.</p>		
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Appendix 2 - Baseline Context Figures

Appendix 2:

Figure 14

Map to Show Geographical Spread of Registered Parks and Conservation Areas.

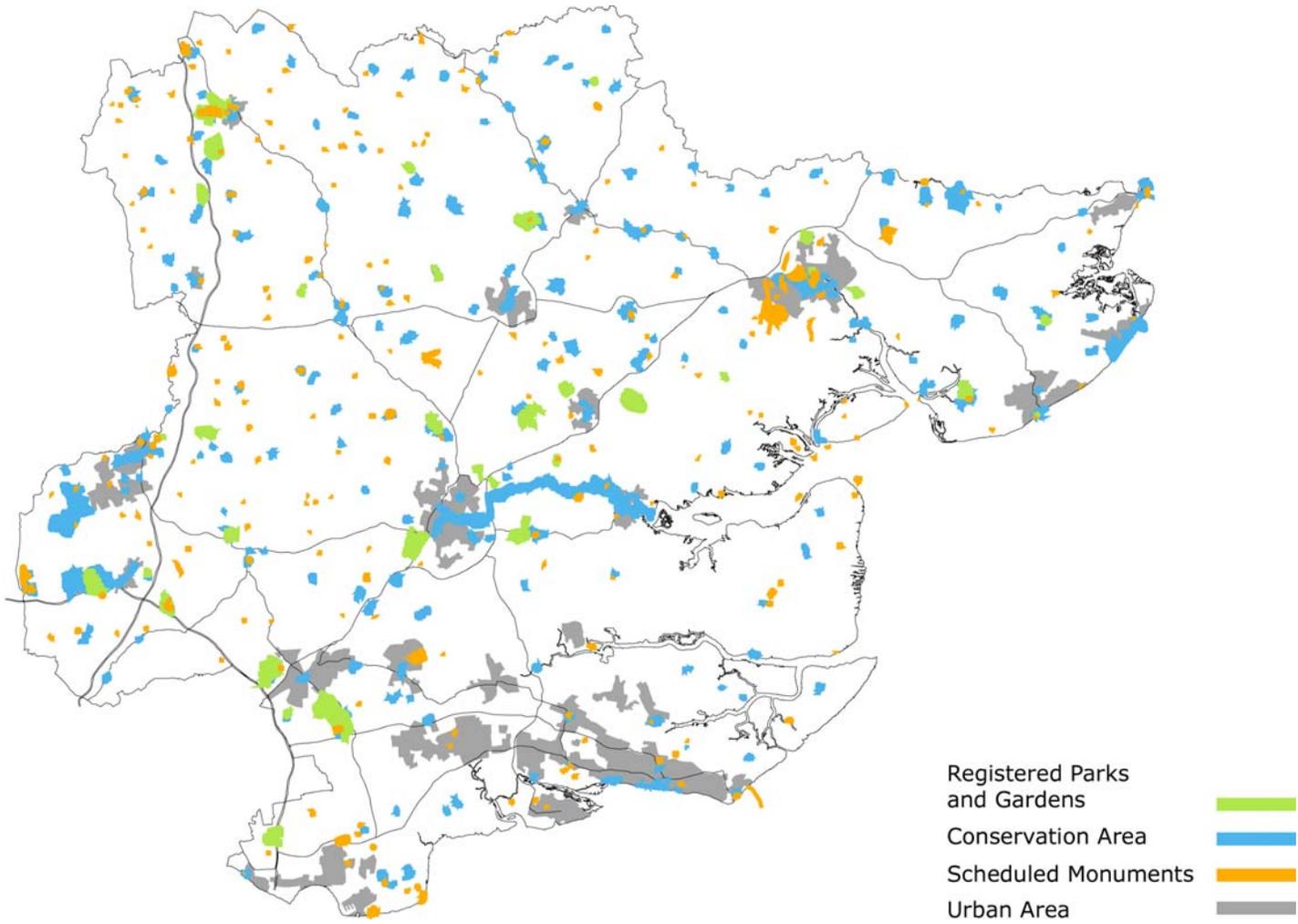


Figure 15
Map to show Distribution of Listed Buildings throughout Essex.

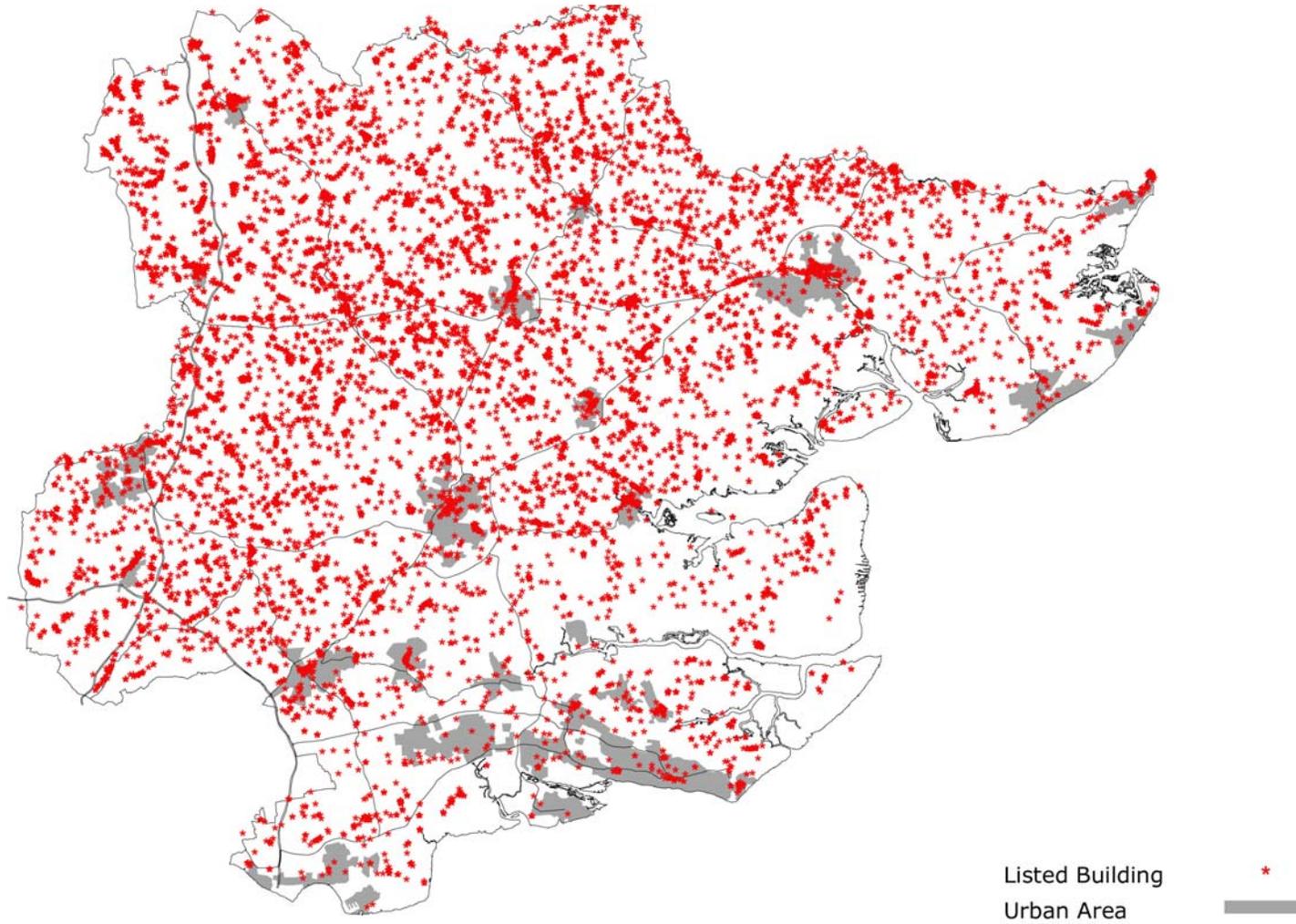


Figure 16

Map to show Nature Conservation Areas and Landscape Designations throughout Essex

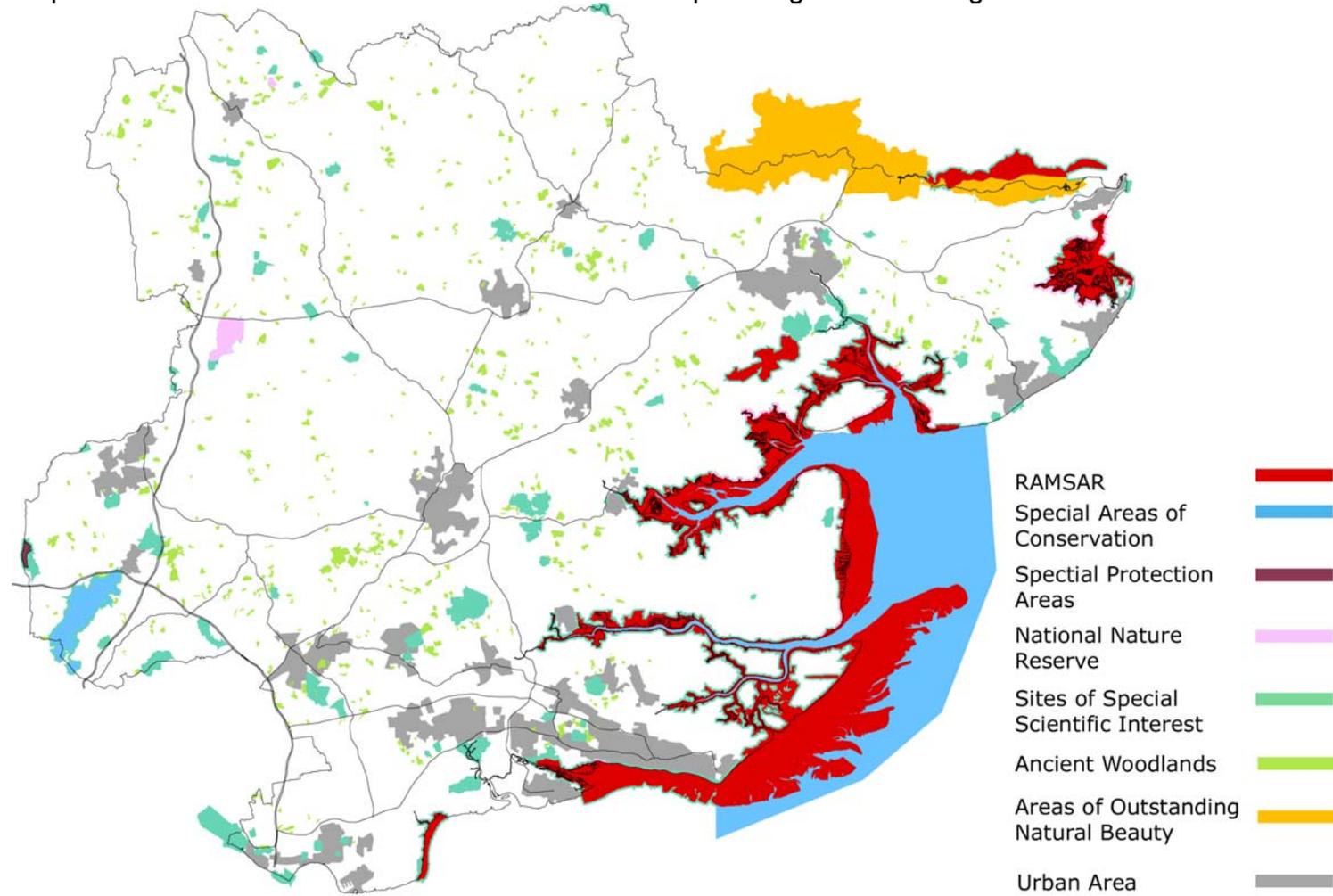
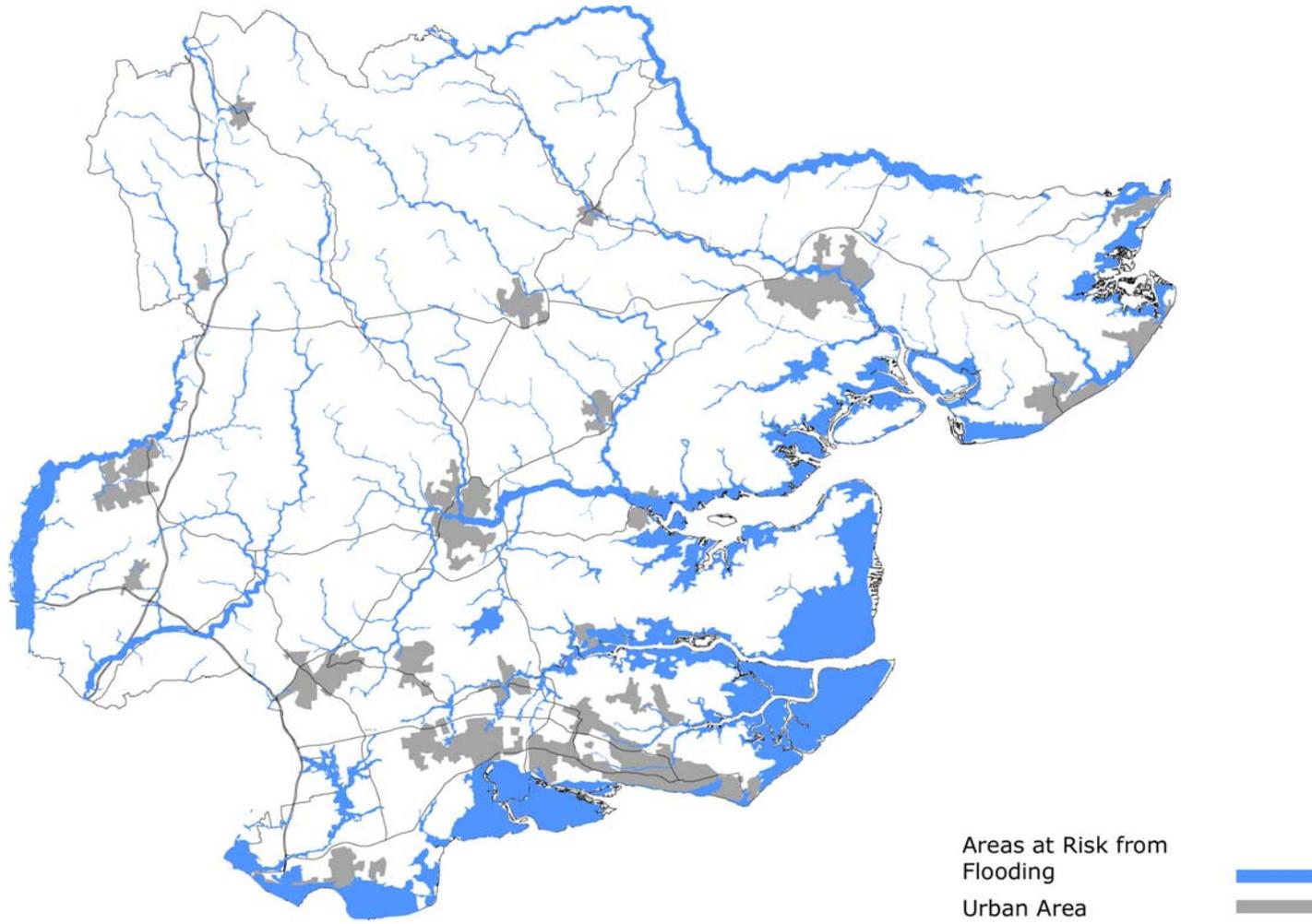


Figure 17
Map to show Areas of Flood Risk Throughout Essex



**Appendix 3 - Appraising Plans Policy -
UPS Summary**

Appendix 3 - Appraising Plans Policy - UPS Summary

Introduction

The appraising plans policy component of the SEA/SA requires a detailed appraisal of each policy outlined within the UPS. To ensure the assessment was comprehensive it was deemed appropriate that the overarching aims of each chapter be outlined in the form of a policy entitled Appraising Plans Policy (APP). The remaining text evident in the UPS was cross referred to in the appraisal as part of the justification text.

The version of the UPS that has been assessed as part of this SEA/SA is dated 27th April 2006.

Urban Context – Appraising Plans Policy (APP) 1

Audit of local context shall take into account the nature and extent of these demands in respect of;

Higher density development above all, needs to be in the right location.

There is little point promoting compact development in places that are remote from local jobs, services and public transport.

A context appraisal should be undertaken prior to the commencement of the design process and would usefully facilitate initial, pre-application discussions with the local authority and the community. It is not a substitute for a masterplan or a site development brief but will contain valuable information that will help the production of either. The requirement for a full Context Appraisal does not apply to sites of less than 0.1 hectare in area.

Spatial Context

At either the urban centre or neighbourhood centre development should be most dense and diverse, marking out their economic and symbolic importance. Importantly, the traditional neighbourhood is nearly always laid out on the basis of convenient, pedestrian accessibility with the edge rarely being more than a 5 minute walk away. Usually, neighbourhoods link up along established transport corridors to form a chain of urbanity that increases in density towards the centre of each neighbourhood.

Within the hinterland beyond the centres there will be a presumption against high densities unless a site is very well served by public transport. In these situations the site must be within 400m of a strategic bus route, with services of no less than 15 minutes apart.

Built Form Context

It is essential to start with a demonstrable appreciation of the built-form context. Whatever the circumstances and the design approach, the starting point is a review and analysis of the local, built form context.

Functional Context

The appraisal needs to include an audit of uses within the unit of sustainability the site falls within ... the survey should identify specific uses rather than just the Use Class Order (2005) and could be presented in a map form.

Operational Context

Examine the most critical aspects of the operational context of a locality including, public space management (squares, streets and spaces), car parking management, the availability of school and pre-school places, vacancy of floorspace and the capacity of GP surgeries.

Community Context

This part of the Context Appraisal seeks to do two things; to determine that reasonable and realisable needs and demands for space exists and to associate these demands with the known existence of vacant or underused space and the potential for creating new space.

Urban Context

Site Appraisal

Site Appraisals to be undertaken as part of planning applications, this is in order to demonstrate a clear understanding of a site and its constraints.

Influences upon Quality – APP2

Urban Grain

All residential and mixed-use development shall be planned and designed by professional architects working alongside urban designers, landscape architects, ecologists, engineers, surveyors and community workers.

It is vital that new, more compact development occurs in such a way that its introduction does not alter the fine, urban grain of these central locations and in these areas new development should be designed to imitate the existing pattern. As a minimum, the main streets should be connected to their hinterland by side streets that occur every 90m. More frequent connections are often desirable and should be accommodated if at all possible.

In those rare circumstances where a town centre or neighbourhood environment is coarse-grained (either by original design or because of alteration); new development that is built in accordance with the guidance within this Supplement will introduce a finer

pattern that produces enhanced, environmental sustainability.

The over-riding objective in designing new patterns of movement is to create a connected grid. This can have either a regular or a deformed shape but importantly, each end of a street or path must be connected to others. Systems that lead nowhere else will not be permitted.

Movement

An analysis of existing movement patterns, attractors and future development sites will determine approximate desire lines and will identify the potential to improve existing routes and to create new ones. A more rigorous prediction of traffic behaviour within the network arising from any development may be required by the Highway Authority.

Uses

New, higher density developments located either close to existing services and facilities or on a public transport corridor are required to contain a mix of uses within the building and street blocks.

The extent and range of uses will depend on the needs and demands identified in the Context Appraisal together with Local Planning Authority regeneration strategies or employment policies.

Public Space – APP3

Essential criteria for all public spaces

- Part of a wider network, connected internally and to surroundings,
- Overlooked by building frontages,
- Well-maintained,
- Accessible for all,
- Biotically diverse,
- Varied character and functionality, to meet identified needs,
- Challenging and cultural, and
- Formal and informal opportunities for sport and physical activity

Quality of Public Space

Scale – The scale of a place ought to reflect its importance in relation to the town as a whole.

Enclosure - The enclosure and width of spaces will vary according to function and the proposals in this guidance for new street types (page 62) and car parking (page 74) provide the designer with a great deal of flexibility.

Materials - Hard landscaping materials need to be aesthetically pleasing, reliable, have good weathering properties and easily maintained but imaginatively applied to make places attractive, and detailed so that the surfaces are not easily damaged or discoloured. Material properties need to be assessed for their suitability for occasional vehicle traffic. Different surface materials can be used to subdivide large areas of hard surfacing to create different spatial effects and define routes or areas of different use. However, incidental changes in material or colour to identify land ownership or responsibility for maintenance will not be acceptable.

Detailing - Routes for services should be planned early in the design stage so that manholes and access cover locations can be co-ordinated with surface finishes and aligned with block paving. Where alignment is not possible round covers should be used.

Where legal adoption boundaries need to be marked on the ground only the use of small, metal studs will be acceptable. These studs can be of any non-ferrous metal fixed at 1m centres secured firmly to the surrounding surface. The maintenance of these boundary indicators will be the responsibility of the developer, landowner or management company.

Studs are also the preferred method of introducing a tactile surface in areas of footway with a paving flag finish. In all situations, tactile studs, blocks or paving should be laid out to avoid the introduction of random and ugly patterns.

Continuity – One large sites or in regeneration areas... special consideration should be given to the transition between a new area of public realm and the existing public space network.

Street Trees – Street trees must have either a suitable root barrier or alternatively, be planted in Amsterdam soil with root deflectors to protect against damage to services, cables and pipes. Barriers are constructed before planting and can incorporate single trees or protect entire tree lined streets. Barriers for single trees are most suitable for planting in existing streets whereas the more flexible system is better suited for new roads and footways.

Microclimate - Development proposals need to be designed to enhance local microclimate and planning applications should be able to demonstrate how this is to be achieved.

Adoption, Management and Maintenance

Public access within the public domain will be an unalterable principle. Gated communities and restricted access to public space at any time will not be contemplated.

Public Art

In every development on sites over 0.1ha the inclusion of artists and artworks will be required and as a guide it is recommended that 1% of the total development cost (including fees but excluding the cost of borrowing) is allocated for art. The 1% needs to have certain thresholds either by ha or units.

Street Types – Mixed-Use Street Type - APP4

Street Types Mixed –Use Streets

This Supplement introduces two new street types for Essex.

- (1) The Mixed-Use Street –
Allows for parking, servicing and landscaping for those places at the heart of a neighbourhood or a large development where residential, commercial and service uses interface.

This street type links neighbourhoods in urban areas where commercial or retail use may be mixed with residential and where access may be required for service vehicles over 7.5t to load and unload. This road type may also serve as a bus route. They are designed to be the major street within any urban or neighbourhood centre but can also be used where a development is intended to attract a variety of uses that require more spacious servicing and access arrangements.

The best quality surface materials are reserved for this street. Variations on the standard street type are possible although differences will need to be discussed with the local highway authority. Built frontage will be required along the back of the footway. Direct frontage access is allowed to rear parking areas, but egress on to the road must be in forward gear only. 1.5m (x) x 1.5m (y) sight splays are required at pedestrian egresses and 2.0m (x) x 20m (y) sight splays where the egress meets the carriageway. ADD a sentence about who is to use the on street parking. Restrictions etc

A carriageway at least 6.5m in width with two footways at least 3.0m in width is required. The street can widen if required etc, minimum distance quoted.

Between the footway and the carriageway on either side a zone of maximum width of 2.0m should be incorporated to accommodate car parking, loading bays, bicycle parking or local widening of the footway. Street trees, lighting columns, parking ticket machines and bus shelters should be incorporated within this zone as integrated features of the street design, taking sight line constraints into consideration. Rows of street trees should generally be spaced at a maximum of 13m centres, which would allow two 6m long car parking bays or one 12m loading bay between them. Trees should be set back a minimum of 0.8m from the kerb line.

The design speed is 30kph (20mph). This is to be achieved by raised tables at street junctions, cushions, mini-roundabouts or bends. Road humps should not be used. Speed restraint measures are required to be located every 60m along the street. As it is likely that side street junctions will occur approximately every 100m, an interim speed

restraint measure will be required between the raised tables at these junctions.

This road type may take access from an existing county road, either Type 1 or Type 2. Junctions require a minimum kerb radius of 10.5m. The minimum length of Mixed-Use Street from the junction required to be straight is 22m from the channel of the main road.

Sight lines at junctions need to have an X distance of 2.4m and a Y distance as follows:

Type 1: with a design speed of 30mph: Y distance required is 90m

Type 2: with a design speed of 30mph: Y distance required is 60m. Other streets with a design speed of 20mph: Y distance is 20m.

Street Types – Play-Street Type- APP5

- (2) The Play Street –
Introduces the possibility of creating very safe and neighbourly spaces that are a step or two away from the main traffic routes within the spatial system and where homes are the principal land use.

Play Streets are appropriate in all types of residential area and for all dwelling types including apartments. They can be used in a mixed-use environment provided that the servicing needs of non-residential uses are met without compromising the design and functional performance of the street. Uses that require servicing from vehicles heavier than 7.5t should not be located on a Play Street.

Traffic flow should be low, with no more than 100 vehicles in peak hours. Although through traffic should be discouraged, the permeability and connectivity of street layouts should be maintained for pedestrians, cyclists and local traffic.

The layout of the Play Street must be such that motorists are compelled to drive very slowly, at 10 mph or less, with speed restricted by physical means such as alignment, public art, play equipment, cycle stands, bollards, trees and planters which must be part of a fully integrated design. These features should not be located so as to cause vehicles to pass closer than 1m to buildings which front directly onto the street. Vehicles should not have to travel more than 400m along these streets before entering a street with a higher vehicle speed. This distance should be measured from any point along the length of Play Street. Needs clarification especially when looking at Play Street distances from the main roads and waste collection issues, also raises the through traffic question and issues about turning dustcarts.

It is possible that the opportunity may be taken to retro-fit a Play Street into an existing urban area that lies adjacent to a development site. In these circumstances it will be a requirement to involve the existing community in the initial decision, the design of the project and its implementation and to obtain the necessary commitments for future maintenance and management.

In new developments, prospective residents will need to be made aware that they are moving into an environment that is designed to turn the street into an active communal space and that user's share the whole road space on equal terms.

The route for vehicles to pass through a Play Street should be as narrow as is practicably possible. What's a short length- needs a figure On two-way streets, some sections can be narrowed for one-way 'shuttle' use; however the track should be widened to 4.5m at least every 40m(40m seems too long check guidance) to enable two vehicles to pass. Cul-de-sac and one way streets are not encouraged and should only be used when no alternative arrangement is possible.

When vehicles enter a Play Street, entry features such as road texture/ colour changes or 'gateway' structures will immediately make drivers aware that they have entered a space where children play. Entry and exit signs, which have been developed by the Department for Transport for Home Zones must be used.

In locations where it is considered necessary to maintain visibility, a stopping sight distance of 12m should be applied. Longer views will encourage drivers to increase their speeds and should be avoided where possible.

Sight lines at junctions with other Play Streets need to have an X distance of 2m and a Y distance of 12m (check figure-home zone standard. T-Junctions and staggered junctions will be the principal types of junction between Play Streets and a priority should not be indicated. For junctions with 20mph roads the X distance will have to increase to 2.4m and the Y to 20m.

Private Space – APP6

Design Criteria

Two Options

- (1) Houses can be provided without private gardens but with direct access to private communal space from the rear.
- (2) Houses could have very small private gardens or yards. At densities above 50 dwellings per hectare a garden size of about 40 square metres for a limited number of houses is possible. Small, walled outside yards of around 25 square metres or private gardens larger than 40 square metres that make use of awkward site shapes.

Elsewhere larger gardens should be avoided.

At densities above 60dph* an outside space of at least 25*sq m would be required for all homes. This shall primarily be provided as shared communal gardens. In addition, homes can incorporate balconies but these have to be of a minimum size or a small number can be designed with 25sqm yards.

Apartments

Design criteria for private, communal space:

1. Sites larger than 0.1 ha require at least 25sq m of private space for each home. Only space that adheres to design criteria 3, 4 and 5 will be taken into account in meeting this provision.
2. Apartments adjacent to and overlooking a park or other public space of high amenity value could be provided with a smaller, communal space. In this instance, apartments must have balconies of 5sq m.
3. 60% of the communal space should receive direct sunlight for a minimum of 4 hours a day in June.
4. Must be enclosed by walls or buildings with no public access possible

5. Must be designed as an extension of the built fabric and residential accommodation and contain seating and play areas with a combination of hard and soft landscape features, including trees.

The provision of private roof gardens should be considered on all developments and especially where the private, communal and public space standards are difficult to meet.

Incorporating balconies into residential accommodation is encouraged and will be required where the private, communal space provision does not equate to 25sq m per flat. A gross floor area per balcony of 5sq m is required for houses or apartments with more than 1 bedroom where communal or private garden size specifications cannot be met.

Activity – Car – APP7

Car Parking – Low Car Parking Provision

Whilst proposals for development within sustainable locations that includes car parking provision at less than 100% are encouraged, the proposal must demonstrate the means by which parking will be managed across a wider area so that parking displacement does not occur. These management proposals should be discussed with the neighbouring community and Highway Authority as part of the Context Appraisal process.

Car Parking – Accommodating the Car

At densities of less than 50dph parking for residents should be provided either on-plot or in rear parking courts.

At densities above 50dph only the following car parking arrangements (together with the exceptions stated below) will be acceptable:

- Underground parking
- Under deck parking
- remote, multi-storey parking
- under-croft parking
- or a combination of any of the above

Exceptions to these arrangements are exclusively for:

- schemes with a very low provision of parking (see above)
- on-street visitor, customer and other short-stay parking
- surface level parking in a very small area that relates directly with a small cluster of accommodation.

Underground Parking - This can be regarded as the optimum solution as the arrangement allows for complete flexibility in the design of buildings and disposition of uses and activity at ground level. Entrance ramps to underground parking must be located directly off a street and should be designed to be as unobtrusive as possible. They should have a maximum gradient of 1 in 7 and ideally, incorporate under-slab

heating to avoid ice in cold weather. All underground car parks must incorporate a lift to a ground level entrance lobby; pedestrian access should be separate to vehicle access.

Under-Deck Parking - Residential and other uses within these building types must take their pedestrian access directly off the street either via individual front doors serving houses or via common entrance lobbies. Lobbies must link to the parking area to the rear. All under-deck car parks must incorporate a lift to a ground level entrance lobby.

Remote Multi Storey Parking - Another acceptable method of accommodating parking is in a multi-storey facility on the site. A robust site management regime is needed for this to be successful.

Under-Croft Parking - The provision of parking at ground level below buildings is the least satisfactory arrangement for compact urban developments. The only circumstance where under-croft parking is acceptable is:

- On small developments of 0.1ha or less or,
- As a small part of a larger scheme and,
- Where it is served from private space, screened from public view and,
- Where no more than 10 under-croft car parking spaces are provided within any courtyard.

On-Street Parking - Some on-street parking must be provided for visitors. This should be limited so as not to dominate the street scene and may be better clustered in small groups at convenient points, 90° to the street. The maximum number of spaces in any group shall be 8 with a suitable tree planted between the 4th and 5th space.

A minimum of 5% of the total capacity of all parking areas should be designed and allocated for use by disabled people.

Car Sharing - The vehicles themselves should be eco-friendly either battery/LGP powered to maximise sustainability; charging points will therefore need to be provided within vehicle storage.

Activity – Cycling – APP8

Cycle Parking

Parking Facilities at Destinations – Within a mixed-use street it will be preferable for stands to be sited in small clusters along its length, on each side of the thoroughfare. Within Play Streets, stands should be incorporated into the design for space management possibly acting as traffic calming features or sited to protect fixed play equipment.

Routes Between Destinations - Connections between home and destination should be as safe as practical possible.

Parking that is Safe, Secure, Covered and Close to Home - It can share underground, under deck or undercroft car parking areas or it can be located from a street entrance on

the ground floor of a building. In the latter case, it is good practice to position these storage facilities close to the ground floor entrances to apartments in purpose designed spaces.

Larger developments can consider the potential for more collective, managed arrangements such as cycle hire.

Activity – Waste – APP9

Waste Recycling

Facilities within Homes

Provision should be made within each home for the separation and short term storage of organic waste, dry recyclables and any residual waste as follows:

1 bed accommodation	2 + bed accommodation
1 box of 10 litres capacity each for: cans glass green waste 1 box of 20 litres capacity for: paper 1 box of 20 litres capacity for: residual waste	1 box of 20 litres capacity each for: cans glass textiles paper green waste 1 box of 40 litres capacity for: residual waste

These facilities must be designed into the kitchen specification of each home and the boxes provided by the developer. Each box should have a hinged lid and should be designed to be carried to the communal recycling facility within the development.

Communal Waste Storage - The design criteria for these installations is:

- They should not have an adverse visual impact on the public realm.
- Convenient access is required for both for users and collection vehicles. The maximum distance that residents should have to carry refuse to a bin store should be no more than 30m. Storage must be within 25m of the nearest place that the collection vehicle can gain access.
- Pedestrian entrance doors should be activated by electronic key fobs that enable lost keys to be de-activated.
- They should have sufficient internal space to accommodate enough 360 –1100 litre wheeled bins to serve that part of the development.
- Sufficient space should be allowed around the containers for moving and cleaning around them.
- The facility should be permanently ventilated at high and low level.
- Where contained underground the maximum ramp gradient should not exceed 1:12.
- They should contain facilities for the composting of green waste.

Commercial Waste Recycling - Separate facilities must be provided for the storage of commercial waste in containers up to 1100 litres. A variety of arrangements are possible but separate storage buildings or compounds within public space will not be permitted.

Access for Collection Vehicles - Adequate arrangements must be made for the collection of waste by contractors. All streets must be designed and managed to allow collection vehicles to navigate easily along them.

Activity – Safety, Security, Privacy and Noise – APP10

The Essex Design Guide recommends a minimum back to back distance of 25m, this standard is amended to 20m for compact, urban development.

Buildings – APP11

This Guidance requires high quality building design to be informed initially, by a 2 step process;

- (1) Through a comprehensive analysis of the character of the locality via a Context Appraisal, and
- (2) Through the application of some non-stylistic principles that will apply to all new development which are;

- Form and Scale
- Height and Mass
- Visual Appropriateness
- Active Frontages
- Vertical Hierarchy
- Variety and Unity
- Adaptability, Durability and Accessibility
- Visual Richness
- Materials

Form and Scale

New architecture should not mimic traditional building styles but provide a contemporary interpretation of the vernacular influences which have contributed to the character of an area.

It is important to scale a building correctly.

Height and Mass

New development should seek to reinforce greater height and massing of buildings towards the centre of towns and neighbourhoods, particularly along the primary routes where development tends to be more compact and there is greater concentration of commercial and civic buildings.

Plan depths should therefore generally not exceed 10m and may need to be much shallower if they need to fit within an historic urban landscape.

Active Frontages

Channel as much human activity on to the street to make them safe, vibrant and interesting. It is recommended that building access principally occurs from the front, urban and neighbourhood centres ground floor spaces contains active uses and any lengths of 'blind' walling facing public space undermines the objectives of creating safe and attractive streets and must be avoided wherever possible.

Variety and Unity

If buildings exist on any site proposed for development, the Context and Site Appraisals should establish the value of both the fabric and the uses in contributing to the desirable economic and social variety of the location.

Adaptability, Durability and Accessibility

To ensure the longevity and equity of our building stock, buildings should be robust and capable of being adapted to different uses or to meet the different needs of future occupants. This should be achieved in the following ways:

- Raising the ceiling heights on the ground floor spaces within town and neighbourhood centres (primary routes) and along transport corridors. These should be a minimum of 3.5m high (3m floor to ceiling) and 4m high (3.5m floor to ceiling) for space on street corners.
- Constructing homes to the Lifetime Homes Standard, and
- Developing the potential for home-working, and
- Designing the public realm to take account of the potential servicing

Requirements of buildings that may change use in the future.

All new development in Essex should be built to meet these standards, with two exceptions.

LtH Standard 1: Parking

It is unlikely that many homes in more compact development will have a place outside their entrance to park a car and to universally provide one would seriously harm the quality of the public realm. This aspect of the Standard is therefore not required to be met. Nevertheless, other requirements within this supplement to provide either an accessible ramp or a lift from the parking areas to the street level does ensure that mobility

needs are partly met in alternative ways.

LtH Standard 4: External Entrances

The standard to provide a covered entrance to every home would place an unreasonable design constraint upon higher density development. This aspect of the Standard is therefore not required to be met.

Visual Richness

At entrances and ground level close attention to detail is important to ensure the urban fabric contains visual richness.

A building may also be visible from some distance away and from these viewing points it is important that the building rewards the attention of the observer with a richness of form or detail appropriate to its use.

Materials

The choice of materials in either the construction or cladding of buildings should be a direct response to the need to either complement or contrast with the surroundings. This will primarily be informed by the Context Appraisal.

Materials will generally be from the Essex vernacular palette.

Influences upon Sustainability – Spatial Criteria – APP12

Urban Centres

The greatest concentration of development potential should be located within 800m of the centre of urban centres.

Within Urban Centres only the following Development Types shall apply;

- Compact Development
- Robust Urban Form
- Small Infill

Neighbourhoods

A neighbourhood unit can be considered to be around 50 hectares within an area scribed by a circle of 400m radius which represents a 5 minute, comfortable walking distance for most able-bodied people. It should ideally contain a compact and varied housing stock, a variety of greenspace from parks to small squares, shops, health and learning facilities and sufficient choice of employment to satisfy many needs.

Within Neighbourhoods, only the following Development Types shall apply:

Compact Development
Robust Urban Form
Small Infill

Regeneration Areas

Within Regeneration Areas, only the following Development Types shall apply:

Compact Development
Robust Urban Form
Small Infill

Small Urban Infill

Within these situations, only the following Development Type shall apply:
Small Infill

Large Urban Infill

Large Urban Infill – Is at least 50ha in size and capable of being developed as sustainable urban infill containing a mixed-use centre, space for employment, services and schools and compact residential community.

It is essential for a large urban infill site to be capable of being adequately connected to its surroundings via a network of streets, footpaths, cycleways and green links and that the centre be well-served by public transport.

Within these situations, only the following Development Type shall apply:
Sustainable Urban Extension

Sustainable Urban Extensions

Sustainable urban extensions should be located and designed so that they naturally extend the spatial grid and develop into destinations where service providers and businesses wish to locate.

Sites Beyond These Locations

It is important not to seek high density development on land that is poorly connected to other places by public transport.

Densities for Sustainable Development –

The guidance requires a range of minimum development densities that are applicable to the different sustainable Development Types. The most compact development is required in the most sustainable locations with a reducing, minimum density elsewhere.

Development Densities

Compact Development

Minimum density of 75dph.

These schemes make the most of their central location by being very compact whilst also offering a high quality environment. They should be mixed-use and as a minimum, half the ground floor frontage onto main streets (connectors to adjacent neighbourhoods) must be non-residential. The mix and proportion of uses will be determined by the Context Appraisal. Buildings and space must be designed to be flexible (how else can they be made flexible) and as a minimum, the ground floor ceiling height of every building shall be 3.0m or 3.5m if fronting a main street. The potential for home-working must be considered with reference to the advice contained within the advice note found on the EDI website. The public realm must also be robust, enabling it to accommodate a variety of known, existing and unknown, future demands.

All development must achieve an Eco Home/BREEAM Very Good - Excellent sustainability rating.

Car parking will be underground, under-deck, under-croft or remote, multi-storey with some short-stay, on-street spaces for visitors and customers. Provision shall be at a maximum of 100% for residential and 1 space/75m² for commercial.

Robust Urban Form

Minimum density of 60dph, or higher if compatible with the surroundings of the site.

Requirements for flexible buildings, space and sustainability rating as Most Compact type.

Sustainable Urban Extension

Minimum average density across area 65 dwellings per hectare with the highest density at the centre of the extension. These schemes must contribute substantially to the employment needs of the town. They must be largely self sufficient for all primary services.

Car parking will be arranged to be compatible with the prevailing density of each part of the extension. Multi storey car parking arrangements are particularly suitable at this scale of development. Projects must include power generation infrastructure to meet

100% of the needs of the development. All development must achieve an Eco Home / BREEAM Very Good – Excellent sustainability rating.

Small Infill

Maximum site area 0.1ha

Density to be compatible with surroundings.

Context Appraisal not required.

Mix of use and car parking informed by the surroundings, but a minimum of 50% ground floor frontage on a main street must be non-residential.

Requirements for flexible buildings, space and sustainability rating as Compact type.

None of the above

Maximum density 50dph

All development must achieve an Eco Home/BREEAM Very Good - Excellent sustainability rating.

Refer to Essex Design Guide 2005 for further guidance.

Influences upon Sustainability – Buildings and Site Criteria – APP13

Sustainable Construction

Sustainable construction methods must be used to provide us with attractive high performance buildings while minimising the use of energy and materials, and causing less pollution and waste.

Materials

Preference should be given to recycled materials and using those that have been locally manufactured.

Modular Building

Modular, portable and system built structures need to exhibit references to aesthetic cues of their surrounding urban context, i.e. materials, colour, form, texture, scale and urban composition.

Measuring the Environmental Sustainability of Development

In the period 2007 – 2012, all new developments seeking planning permission within Essex must achieve a Very Good rating under the EcoHomes method of environmental assessment or the appropriate BREEAM methodology. From January 2012 onwards, all developments are required to achieve an Excellent rating.

Water and Waste management are priorities within Essex and the highest possible scores must be achieved in these categories.

Passive energy savings and natural ventilation

The design of buildings should utilise solar gain as part of the energy management of the development

Building fabric should be airtight and natural air movement achieved by passive stack ventilation (PSV). The design and location of the 'passivents' should be considered with care, especially their likely impact upon the skyline.

Where full air conditioning is unavoidable, opening windows should be provided so that in future, there is the option to convert to a natural ventilation strategy.

Efficient Lighting

Legislation within part L1A and L1B (domestic) of the Building Regulations 2006 states that it would be reasonable to install fixed energy efficient light fittings in the most frequented locations in the dwellings to a number not less than one per 25 metres squared area (excluding garages) and one per four fixed light fittings. In relation to external lighting, the legislation suggests *either* that external lighting should not exceed 150 watts per light fitting and the lighting should automatically switch off when there is enough daylight and when it is not required at night *or* the light fittings only have sockets that can be used by lamps having an efficacy greater than 40 lumens per circuit watt.

Renewable Energy Sources

All developments above a threshold of 1000sq m or 10 dwellings (this needs discussing) must incorporate infrastructure for renewable heat and power generation so as to provide at least 10% of their predicted energy requirements.

Combined Heat and Power Plants and Ground Source Heat Pumps

All development sites (or combination of adjacent development sites) over 50ha shall incorporate either a Combined Heat and Power plant or Ground Source Heat Pumps, or both. These must be designed to supply 100% of the needs of the development when used either exclusively or in combination with other on-site, largely carbon neutral power generation measures.

Designing to Conserve Water

All buildings must incorporate a rainwater harvesting and storage system of adequate capacity either individually or communally as part of a larger development.

All development is required to achieve a maximum BRE Eco-home/ BREEAM score for water conservation. A water conservation strategy must be submitted with any planning application for 1 house or more or any commercial development that demonstrates how this standard is to be reached.

Sustainable Urban Drainage System

All development, except very small schemes on sites of less than 0.1ha, shall manage excess rainwater so that it is retained either on-site or within the immediate area via a Sustainable Urban Drainage System.

Ecology and bio-diversity

All new developments in Essex will therefore be expected to enhance existing bio-diversity and create new habitats.

Green public space

All new development must include measures to encourage bio-diversity by creating varied habitats, and a rich diversity of trees and planting throughout the built environment.

**Appendix 4 - UPS Appraising Plans Policy
– Justification for the Measurements**

Appendix 4 - Appraising Plans Policy – Justifications of Measurements outlined in the Urban Place Supplement

Urban Context – Appraising Plans Policy (APP) 1

- “The Urban Design Compendium English Partnerships Government body 2000” on page 48 illustrates a table where average densities are listed allowing different dwellings per hectare to be listed. The document called ‘Sustainable Residential Quality, exploring the housing potential of large sites Llewelyn-davies on behalf of the government 2005’ research applies case study scenarios that allowed the formulation of the minimum area of 0.1 ha – 50 ha. These documents were also used on the formulation of dwellings per hectare.

Spatial Context

- ‘The Urban Design Compendium’ states people should be able to walk in 2-3 minutes (250 meters) to the post box or telephone box: the newsagents should be within 5 minutes (400 meters). There should be local shops, the bus stop, the health centre and perhaps a primary school within a walking distance of 15 minutes (800 meters).

Influences upon Quality – APP3

Urban Grain

- Taken from the ‘Essex Design Guide, For Mixed Use and Residential Areas’ (EPOA 1997) page 124. As a minimum, the main streets should be connected to their hinterland by side streets that occur every 90m. More frequent connections are often desirable and should be accommodated if at all possible.

Public Space – APP4

Quality of Public Space

Microclimate –

- Design creates microclimate-affecting temperature, sunlight and wind movement. Careful landscape design can considerably enhance comfort on exposed sites and aid passive solar design of buildings by the use of deciduous trees and providing shelter from uncomfortable cold draughts. Ref the Urban Design Compendium.

Public Art

- Percent for Art Scheme making public art part of your development (Essex County Council 2005) states. In every development on sites over 0.1ha the inclusion of artists and artworks will be required and as a guide it is

recommended that 1% of the total development cost (including fees but excluding the cost of borrowing) is allocated for art. The 1% needs to have certain thresholds either by ha or units.

Street Types – APP5

Street Types

Mixed –Use Streets

This Supplement introduces two new street types for Essex.

- (3) The Mixed-Use Street –
Allows for parking, servicing and landscaping for those places at the heart of a neighbourhood or a large development where residential, commercial and service uses interface.
- Essex Design Guide, For Mixed Use and Residential Areas' (EPOA 1997) states vehicles larger than 7.5t will require access by road side or loop road system.
 - Taken from access in the Essex design Guide. This street type links neighbourhoods in urban areas where commercial or retail use may be mixed with residential and where access may be required for service vehicles over 7.5t to load and unload. This road type may also serve as a bus route. They are designed to be the major street within any urban or neighbourhood centre but can also be used where a development is intended to attract a variety of uses that require more spacious servicing and access arrangements.
 - The Essex Design Guide states direct frontage access is allowed to rear parking areas, but egress on to the road must be in forward gear only. 1.5m (x) x 1.5m (y) sight splays are required at pedestrian egresses and 2.0m (x) x 20m (y) sight splays where the egress meets the carriageway. ADD a sentence about who is to use the on street parking. Restrictions etc
 - The Essex Design Guide states a carriageway at least 6.5m in width with two footways at least 2.0m in width is required. The street can widen if required etc, minimum distance quoted. REF Places Streets and Movement
 - Designing living streets states (Charity organisation that works on behalf of the ODPM and Department of transport 2004) Highways (Road Humps) regulations 1999 and the highways (traffic calming) regulations 1999 have given local authorities powers to impose 20 mph speed limits. The police usually insist that 20 mph limits must be self-enforcing.
 - The department of transport has also pointed out that 'road humps, speed tables and build-outs, carriageways narrowing and chicanes remain the most effective method of reducing vehicle speeds in urban areas.
 - Taken from Essex design Guide. This road type may take access from an existing county road, either Type 1 or Type 2. Junctions require a minimum kerb radius of 10.5m. The minimum length of Mixed-Use Street from the junction required to be straight is 22m from the channel of the main road. Sight lines at

junctions need to have an X distance of 2.4m (this is disputed by Hilary Gore and team) and a Y distance as follows:

Type 1: with a design speed of 30mph: Y distance required is 90m

Type 2: with a design speed of 30mph: Y distance required is 60m (again Hilary Gore says 70m) Other streets with a design speed of 20mph: Y distance is 20m.

- (4) The Play Street –
Introduces the possibility of creating very safe and neighbourly spaces that are a step or two away from the main traffic routes within the spatial system and where homes are the principal land use.
- The Essex Design Guide states vehicles larger than 7.5t will require access by road side or loop road system.
 - Institute of highway incorporated engineers Home Zone Design (high Guidance) Guidelines states to maintain visibility, a stopping sight distance of 12m should be applied.
 - Streets should have traffic flows of no more than about 100 vehicles in the afternoon peak hour.
 - The design should make motorists feel that they are a guest in the street, and must make it difficult for them to travel at speeds greater than 10 mph. this can be done through physical means such as alignment, public art, play equipment, cycle stands etc.
 - In such layouts, standards in the Netherlands suggest that the track should be widened to 4.5m wide at least every 40m to enable two vehicles to pass.
 - Vehicles should not have to travel more than about 400m along home zone streets. this distance should be measured from any point within the home zone to the nearest point on a conventional street.

Private Space – APP6

Taken from the current 'Essex Design Guide, For Mixed Use and Residential Areas' (EPOA 1997) guide p. 76

- Houses can be provided without private gardens but with direct access to private communal space from the rear.
- Houses could have very small private gardens or yards. At densities above 50 dwellings per hectare a garden size of about 40 square metres for a limited number of houses is possible. Small, walled outside yards of around 25 square metres or private gardens larger than 40 square metres that make use of awkward site shapes.
- Essex Design Guide 2005 states that in such cases this will be to the standard for flats, i.e. 25 sqm per dwelling minimum.
- The Essex Design Guide also states that planning condition will be imposed that the garden is to remain communal in perpetuity.
- Essex Design Guide states when residents have immediate access to the communal space for children's play and sitting out. In such cases a private garden may not be required.
- Balconies may provide outdoor amenity space and count towards the total garden provision for the flats. Balcony size being 5sqm.

Activity – Car – APP7

Car Parking – Low Car Parking Provision

- The urban design compendium states a development will try to keep parking levels (especially off-street) down to no more than a 100% ratio- that is one space per dwelling, with visitor parking accommodated on street.

Underground Parking –

- **Metric handbook on planning and design data (Architectural press professionalism publication)** gives list of different types of gradient that should be used in parking standards the one identified in the UPS is the minimum standard.
- A DDA regulation requires a minimum of 5% of the total capacity of all parking areas should be designed and allocated for use by disabled people.

Activity – Cycling – APP8

Cycle Parking

Activity – Waste – APP9

PPS 10 planning for sustainable waste management.

- **Communal Waste Storage** – (Essex County Council Waste department)
- BS Regs Approved Document H states that householders should not usually have to carry refuse further than 30m.
the list below identifies the list of regulations on waste. The figures on capacity and location where taken from these regulations.
BS 1703: Specification for refuse chutes and hoppers
BS 5906: Code of practice for storage and on-site treatment of solid waste from buildings
BS EN 13592: Plastic sacks for household waste collection. Types, requirements and test methods
BS EN 13593 Packaging. Paper sacks for household waste collection. Types, requirements and test methods
BSI PAS 100: specification for composted materials - relevant if you are having on site compost facilities
BS EN840: relates to mobile waste containers

UK legislation the most relevant is the Household Recycling Act 2003

Activity – Safety, Security, Privacy and Noise – APP10

- The Essex Design Guide recommends a minimum of 25m between back of houses which be reduced by orientation and by design the UPS recommends 20m. Identified page 76.

Buildings – APP11

Height and Mass

Urban design compendium pages 95-95

- Urban Design Compendium states building depth has a optimum planed depth critical Plan depths should therefore generally not exceed 10m and may need to be much shallower if they need to fit within an historic urban landscape and provides to all rooms natural light.

Active Frontages

- The Urban Design Compendium mentions creating 'active' frontages. To add interest, life and vitality to the public realm, this means frequent doors and windows, with few blank walls.

Variety and Unity

- Urban Design Compendium has reference to mixed-use buildings. If buildings exist on any site proposed for development, the Context and Site Appraisals should establish the value of both the fabric and the uses in contributing to the desirable economic and social variety of the location.

Adaptability, Durability and Accessibility

- The Urban Design Compendium and 'Essex Design Guide, For Mixed Use and Residential Areas' (EPOA 1997) refers to the fact skylines created by roofing and building heights adds in visual interest. With the difference in height this allows for hierarchy in uses on the lower floors and gives main focus to the corner of developments raising the ceiling heights on the ground floor spaces within town and neighbourhood centres (primary routes) and along transport corridors. These should be a minimum of 3.5m high (3m floor to ceiling) and 4m high (3.5m floor to ceiling) for space on street corners.

Influences upon Sustainability – Spatial Criteria – APP12

Urban Centres

Neighbourhoods

- The Urban Design Compendium states p.40 mixed use development can be best promoted by using the distance most people will walk to daily facilities. The neighbourhood unit can provide a useful organising device- but only when it is overlaid on an integrated movement framework and conceived as a piece of town or city whose activities and forms overlap. A widely used benchmark is for mixed development neighbourhoods to cover a 400m radius, equating to about five minutes walk this translates to 50 hectares.
- The Urban Design Compendium on page 48 illustrates a table were average densities are displayed allowing different dwellings per hectare. The document

called 'Sustainable Residential Quality, exploring the housing potential of large sites Llewelyn-davies on behalf of the government 2005' research applies case study scenarios that allowed the formulation of the minimum area of 0.1 ha – 50 ha. These documents were also used on the formulation of dwellings per hectare.

- The above paragraph is relevant to all the hectare size allocations and dwellings per hectare for small urban infill, large urban infill, sustainable urban extension, most compact development and robust urban form.

Influences upon Sustainability – Buildings and Site Criteria – APP12

- **Legislation within part L1A and L1B (domestic) of the Building Regulations 2006** states that it would be reasonable to install fixed energy efficient light fittings in the most frequented locations in the dwellings to a number not less than one per 25 metres squared area (excluding garages) and one per four fixed light fittings. In relation to external lighting, **the legislation** suggests *either* that external lighting should not exceed 150 watts per light fitting and the lighting should automatically switch off when there is enough daylight and when it is not required at night *or* the light fittings only have sockets that can be used by lamps having an efficacy greater than 40 lumens per circuit watt.

Renewable Energy Sources

- PPS 22 Planning for Renewable energy a companion guide states on page 47. All developments above a threshold of 1000sq m or 10 dwellings (this needs discussing) must incorporate infrastructure for renewable heat and power generation so as to provide at least 10% of their predicted energy requirements.

Combined Heat and Power Plants and Ground Source Heat Pumps

- PPS 22 Planning for Renewable energy a companion guide states on page 75.

Designing to Conserve Water

Sustainable Urban Drainage System

- Sites can also be linked to the recycling of grey water run-offs from roofs and other hard surfaces for different applications stated by the urban design compendium less than 0.1 ha need not adopt such a system due to costing being high and the recycling facilities would require lots of space which would undermine development.

Documents Used

'Sustainable Residential Quality Exploring the Housing Potential of Large Sites Llewelyn-Davies 2000 on behalf of government'

The document study extends the application of the Sustainable residential quality approach, developed initially in relation to small town centre sites, to large sites across London. The main focus of the document is establishing a strategic context for exploring the housing potential of larger sites meaning the housing capacity.

'Urban Design Compendium Llewelyn-Davies on behalf of English Partnerships Government body 2000'

This document examines the factors that make neighbourhoods stimulating and active places in which residents and tenants feel comfortable and safe also to look beyond immediate issues of housing standards, amenity and location and to take a broader view of how new homes will fit within the surrounding community and the wider urban setting giving scenarios and Key Urban Design Data on parking standards, housing layout, solar gain, mixing uses and perimeter blocks.

'Essex Design Guide 2005 For Mixed Use and Residential Areas' (EPOA 1997)

The guide aims to create places of quality and identity which respond to their Essex context. The pressure to accommodate the project number of households in Essex seems no less now than it did when the original Design Guide for residential and mixed use areas was produced. Though the aim is to renew and reinforce the aim of the earlier guide to steer new development in a way that underpins the environmental sustainability of the settlement pattern in Essex.

'Designing Living Streets 2004 Charity organisation founded by ODPM and Department of Transport.'

Living streets is a charity which champions streets and public spaces for people on foot. They work on projects to create safe, vibrant and healthy streets for all. By finding examples of good and bad practice that allows this document to identify key note methods and implantation that allows the pedestrian greater movement. this document is non technical it avoids figures.

'Home Zone Design Guidelines Institute of Highway Incorporated Engineers 2002' this guide is the first comprehensive document to draw together good practice taken from nine UK pilot schemes that produces a technical summary of layout design and how the home zone work within the planning system.

'Arts Scheme making public art part of your development guidance for developers Essex County Council 2004'

The document was produced to assist and encourage developers to participate in 'percent for art scheme' by making public art part of your development.

Planning Policy Statement 22: Renewable Energy

PPS22 sets out the Government's policies for renewable energy, which planning authorities should have regard to when preparing local development documents and when taking planning decisions. Published August 2004